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The Newspaper of The Royal Navy and The Royal Naval Association

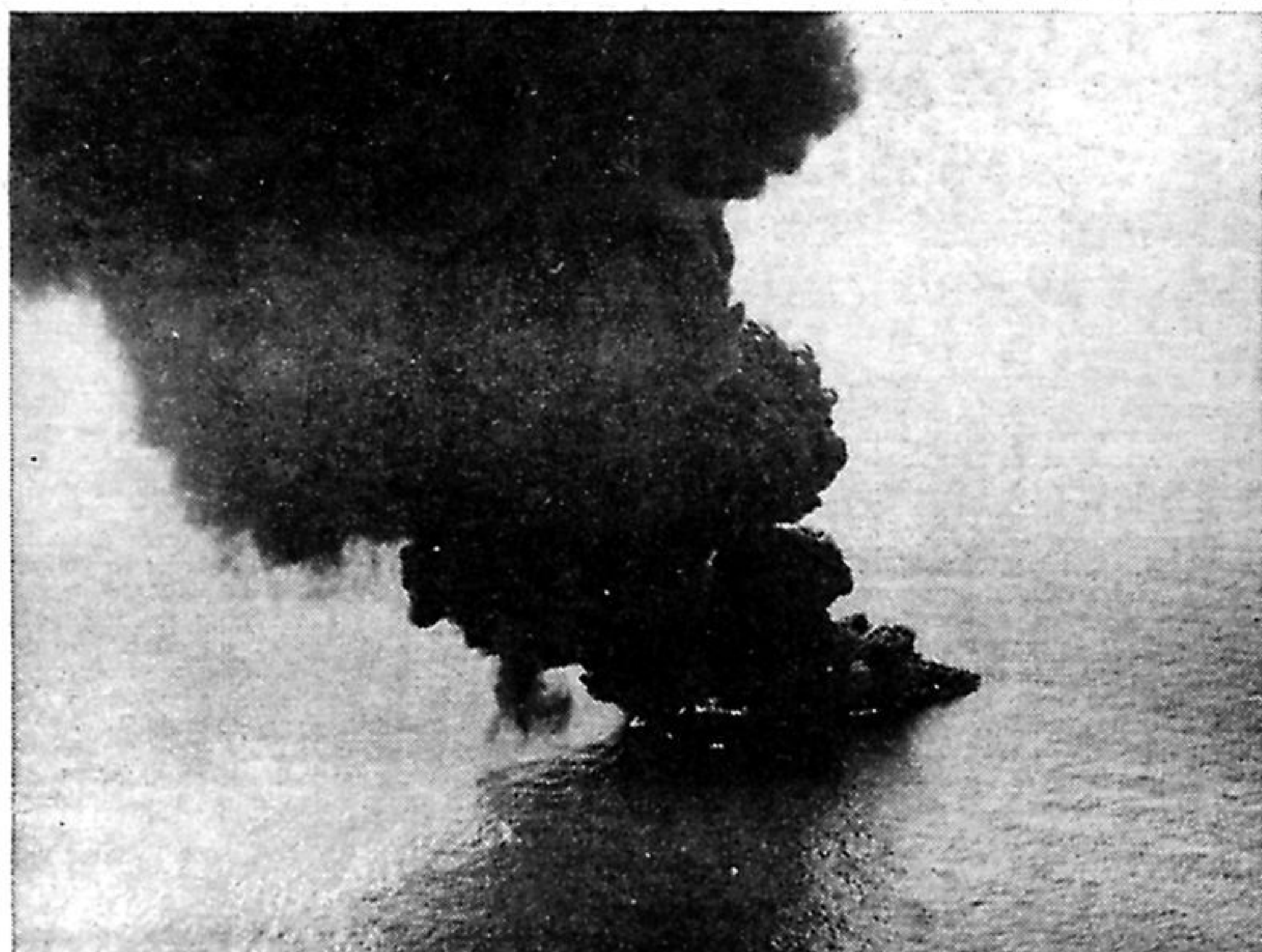
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No. 154, 13th YEAR, APRIL, 1967

Published first Thursday of the month

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SUCCESSFUL BOMBING OF WRECKED TANKER TORREY CANYON



Changes in the command structure

Many more questions than answers were produced by the Ministry of Defence statement on the reorganisation of the United Kingdom Command structure of the Services.

The aim is that each Service should have a major front-line command covering the whole or the bulk of the "teeth" units based in this country.

So far as the Navy is concerned, the Admiralty Board are working to achieve a simplified system of Naval Command at home in which the command of ships and sea areas is the responsibility of a single major operational commander—the Commander-in-Chief Home Fleet—and the administrative and training aspects are brought together under a second major commander—the Commander-in-Chief, Portsmouth.

MORE ECONOMY

Plans for rationalising the Navy's existing operational commands and achieving a simplified and more economical administrative structure are being studied, but it is too early to forecast in detail how the changes will be brought about. The future of the R.A.F.'s Coastal Command is said to be "closely bound up with possible changes in the Royal Navy Command structure," but the Ministry statement went on that "the Royal Navy and Royal Air Force are working closely to-

gether to ensure that Coastal Command is ultimately incorporated in the new R.A.F. structure—a blow to any Navy hopes to taking it over.

Vice-Admiral Sir John Bush, who has been Vice-Chief of Naval Staff since April, 1965, will become Commander-in-Chief, Home Fleet, in October, with the acting rank of admiral. He succeeds Admiral Sir John Frewen.

The command changes seemed to suggest that Vice-Admiral Sir Fitzroy Talbot might be the last holder of office as Commander-in-Chief, Plymouth, but the announcement that he is to be succeeded in July by Vice-Admiral Mills is an indication that the changes are likely to take a long time to implement.

Vice-Admiral Mills is at present Flag Officer, Second-in-Command, Far East Fleet.

Smoke shrouds the flames rising from the blazing tanker. First direct hits were scored by Lieut.-Cdr. D. Mears, senior pilot of 800 Squadron, and his observer Lieut. Reardon.

NATO WARNING SYSTEM

A six-nation corporation, Nadsco Ltd., has been formed to build NATO's £100m. air defence warning system extending from Norway to Turkey.

It will provide fighter aircraft and ground-to-air missiles with an advanced control system.

LATEST ASSAULT SHIP WORKING-UP

Sister ship to H.M.S. Fearless, the Navy's first assault ship, H.M.S. Intrepid was commissioned on March 11, at the Clydebank yard of John Brown, under the command of Capt. J. A. R. Troup, R.N.

Lady Elworthy, wife of the Chief of Air Staff, Air Marshal Sir Charles Elworthy, cut the commissioning cake, assisted by Marine Garrod, the youngest member of the Royal Marine Detachment. Lady Elworthy launched and named the ship in June, 1964.

Acceptance trials were carried

The Fleet Air Arm is delighted with the success of bombing operations to fire the oil in the wreck of the tanker, Torrey Canyon, on Seven Stones reef off Land's End.

Their satisfaction was summed up in the words of Lieut.-Cdr. David Howard, commanding officer of 736 Squadron, who led the initial operation.

"We felt great. We are very pleased with the accuracy of the attack, and are delighted the Fleet Air Arm was asked to do it, and did it in one afternoon."

The tanker had been aground for 11 days when the decision was reached to fire the remaining oil aboard.

FROM LOSSIEMOUTH

On March 28, Buccaneer jets flew from Lossiemouth and dropped 42 1,000lb. bombs, quickly followed by R.A.F. Hunter jets with drop-cans of

aviation fuel. Flames and smoke billowed into the sky.

The other Fleet Air Arm Squadron taking part was No. 800 (Lieut.-Cdr. James Moore). Seventy-five per cent of the bombs were on target, and both sections of the wreck had direct hits.

Mr. Foley, Under-Secretary for Defence (Navy), sent the following message: "Splendid show. Well done. Congratulations all round."

(continued on page 2)



Capt. J. E. Pope, R.N.

EAGLE READY FOR PHANTOMS

The Royal Navy's biggest and most formidable warship, the aircraft carrier H.M.S. Eagle, recommissioned at Devonport on April 6.

Three weeks earlier, Capt. J. C. Y. Roxburgh relinquished a unique command—that of Eagle and Centaur held at the same time.

The reason for the dual appointment was to enable Eagle's ship's company to live aboard Centaur during refit at Devonport.

The new commanding officer of Eagle is Capt. J. E. Pope, a Communications specialist, who has been serving as Director of Naval Equipment at Bath.

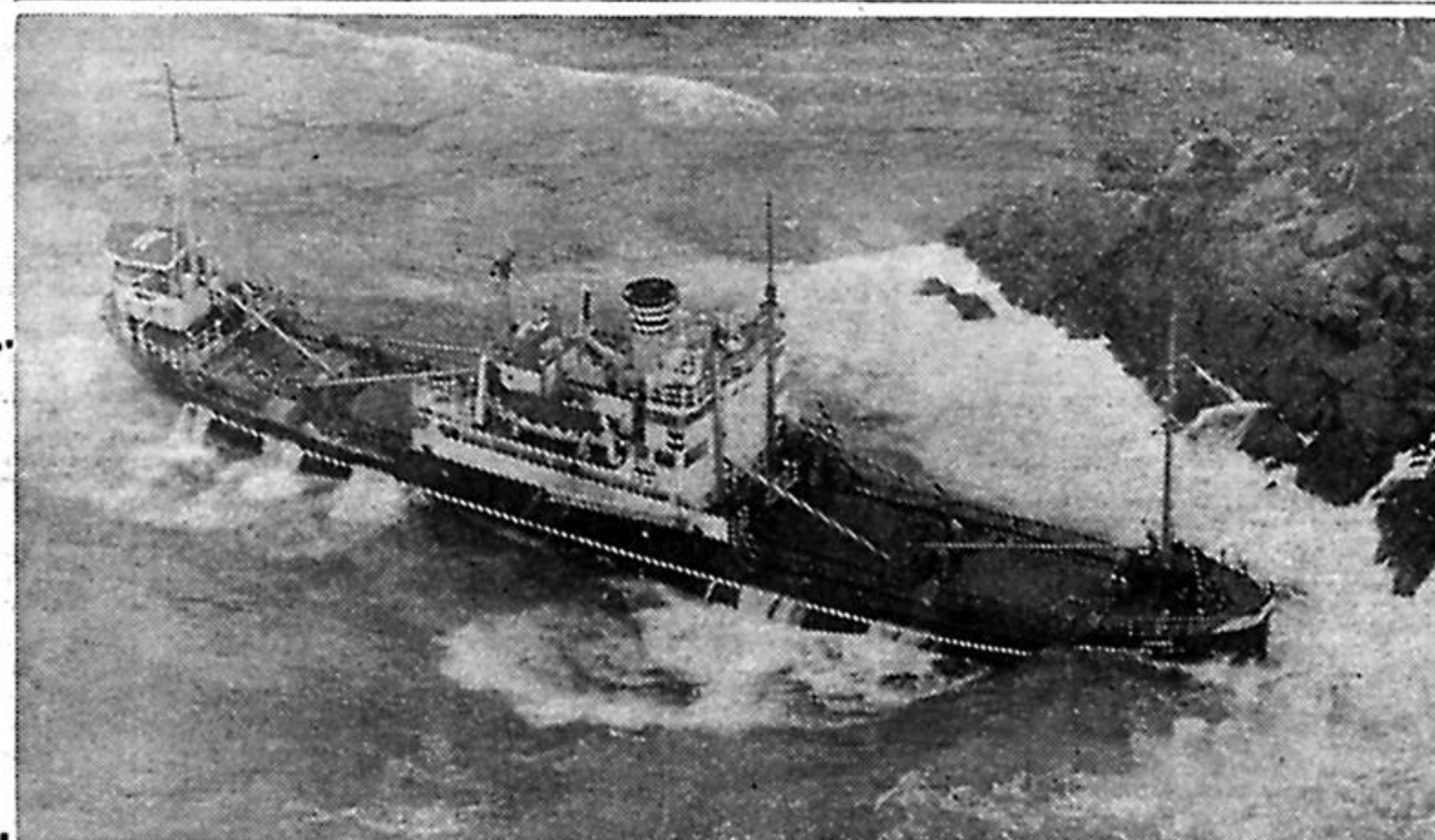
TO FLAG RANK

Capt. Roxburgh is to be Flag Officer Sea Training at Portland, in the rank of rear-admiral.

At the recommissioning ceremony, guest of honour was Vice-Admiral D. C. E. F. Gibson, Flag Officer Naval Air Command.

H.M.S. Eagle will be proceeding to sea on post-refit trials, and later in the summer will be going East of Suez.

In the course of the refit, more powerful catapults were installed in preparation for embarking the new supersonic Phantom aircraft.



Victorious to rescue

The carrier H.M.S. Victorious answered a distress signal from this Bangkok-registered coaster, hard aground on rocks 75 miles north-east of Singapore. In treacherous conditions and heavy seas, all the crew were taken on board and later landed at Singapore.

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Preferences?— be quick

I hear that some ratings are being disappointed because drafting preference requests (B.45b) for a particular ship are not being met. More often than not the reason for this is because requests are received too late. Others have already been drafted.

I can visualise you sitting in your mess reading "Navy News," your eye alights on the Commissioning Forecast, and you say to yourself, "Ah! Penelope is commissioning in four months time—I'll volunteer for her."

Unfortunately you are already too late. Let me explain.

C.N.D. tries to give as much notice of draft as possible—at present about five months.

Now most ships commission in three phases: very broadly an advance party three months before commissioning, the main party about commissioning date, and a small retard party about three months after commissioning.

DRAFTY'S CORNER

With a little arithmetic, to catch up the advance or main party you can see you will have to request nine months before commissioning date (this allows one month for your request to get to C.N.D. and be noted).

Six months before commissioning date might just make the main party, but this is cutting things a little fine.

All this mainly concerns ships on G.S.C. and F.S. Other ships are on a running com-

mission, i.e. ships on Local Foreign Service abroad and ships on Home Sea Service.

These ships you will not find in the commissioning forecast unless they are commissioning from a long refit.

Men going to ships abroad (L.F.S.), normally get five months' notice of draft, so again you must volunteer in plenty of time, but here the arithmetic is rather difficult.

If you are on Port Service and the average time you can expect to do in Port Service is nine months, it is no use volunteering for one of these ships when you have already done seven months' Port Service.

You will become due for overseas service yourself before a vacancy occurs in the ship of your choice.

You must volunteer when you have at least another six months' Port Service ahead of you.

I know it is almost impossible to estimate how much Port Service you will do, so all I can do is to urge you to get your request in very early if you want to be successful.

Men drafted to Home Sea Service normally get six to eight weeks' notice of draft, so here you need not think ahead so far, but again if you leave things to the last minute you may find that your next draft is already in the post.

The earlier you volunteer for what you want, the better your chances of getting your choice.

To help you in getting the ship of your choice, the Editor of "Navy News" has agreed to publish each month the names of ships on Foreign Service and

General Service Commissions, for which C.N.D. will be issuing draft orders the following month.

C.N.D. will be issuing draft orders for the following ships in May:

SHIP	TO JOIN
Advance Parties	
Arethusa	September
Sirius	September
Cleopatra	September
Lyons	September
Leander	September
Hecla	September
Hecate	October
Vidal	October
Main Parties	
Llandaff	September
Delight	September
Puncheston	September
Yarnton	September
Wiston	September
Jaguar	September
Chichester	October
Kent	October
Burnaston	October
Beachampton	October

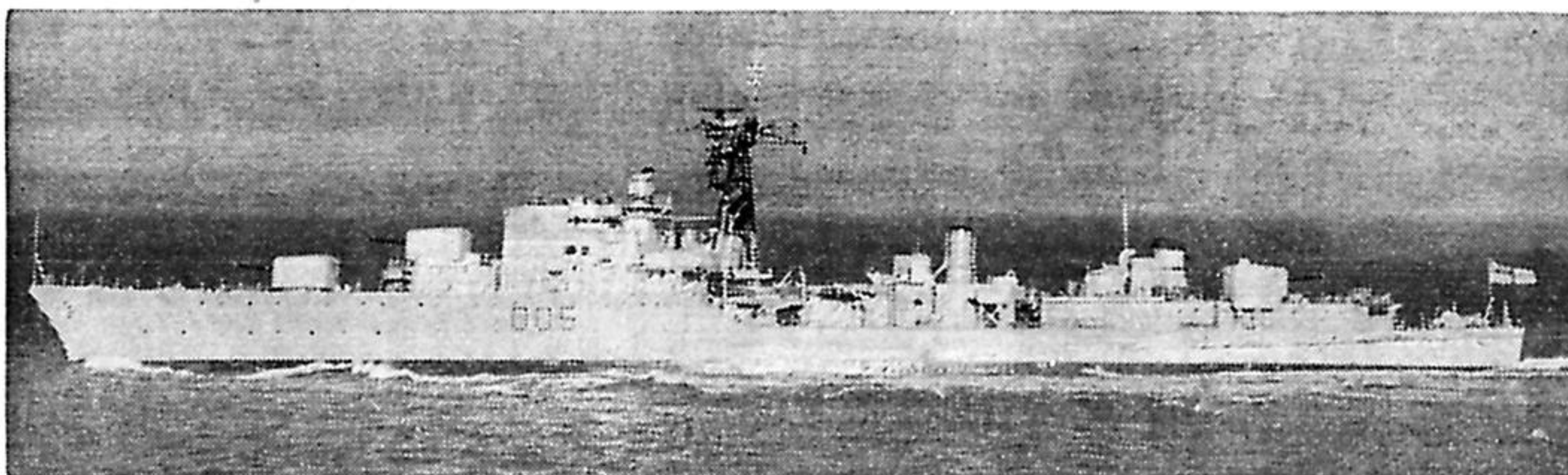
DARING CLASS

H.M.S. Defender, the Daring class destroyer, returned to Portsmouth from the Mediterranean on March 16. Two sister ships, Dainty and Diana recommission on April 13 for service in Home Waters and the Far East.

The commissioning of H.M.S. Juno will now take place at Southampton on July 17.

The general purpose frigate, built by Thornycrofts, of Woolston, being launched and named by Lady Bush, wife of Vice-Admiral Sir John Bush, on November 24, 1965, is to serve on a general service commission in Home Waters and the Far East.

SHOULTON (C.M.S.), April 4 at Portsmouth. Home Sea Service. 3rd M.C.M. Squadron. U.K. Base Port, Portland.
REPTON (C.M.S.), April 5. Towing crew from U.K. to Gibraltar. Home Sea Service.
CAPRICE (Destroyer), April 6 at Portsmouth. General Service Commission (Phased). Home/Far East. 19 months. U.K. Base Port, Chatham.
CORUNNA (Battle A/D conversion), April 7 at Portsmouth. Augmented Reserve crew. Port Service.
DAINTY (Destroyer), April 13 at Portsmouth. General Service Commission (Phased). Home/Far East/ Home. U.K. Base Port, Portsmouth.
DIANA (Destroyer), April 13 at Devonport. General Service Commission (Phased). Home/Far East. U.K. Base Port, Devonport.
KEPPEL (A/S Frigate), April 14. Trials crew at Gibraltar. Commissions for Londonderry Squadron June 9. Home Sea Service.
CHILCOMPTON (C.M.S.), April 21 at Gibraltar. Home Sea Service. Fishery



Commissioning forecast

Protection Squadron. U.K. Base Port, Rosyth. Home Sea Service.
GLAMORGAN FLIGHT, April at Portland. General Service Commission (Phased). U.K. Base Port, Portsmouth.
TARLTON (C.M.S.), April. Towing crew from Gibraltar to U.K. Home Sea Service.
RAPID, May 1 at Rosyth. Port Service. Tender to Caledonian ERA's training. U.K. Base Port, Rosyth.
DUNDAS (A/S Frigate), May 1 at Gibraltar. Local Foreign Service. L.R.P. complement.
NAIAD (A/S Frigate), May 4 at Portsmouth. General Service Commission (Phased). Home/Far East. Capt. (D). Londonderry U.K. Base Port, Portsmouth.
DANAE FLIGHT, May at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.
CORUNNA (Battle A/D conversion), May 1 at Portsmouth. Reserve crew. Port Service.
KEPPEL (A/S Frigate), June 9 at Gibraltar. Home Sea Service. Londonderry Squadron. U.K. Base Port, Rosyth.

HAMPSHIRE (G/M Destroyer), June 15 at Portsmouth. General Service Commission (Phased). Home/Far East. U.K. Base Port, Portsmouth.
LONDONDERRY (A/S Frigate), June 30 at Rosyth. Special refit. Dockyard control.
DANAE (GP Frigate), June at Devonport for trials. Commissions September. (Captain's command.) (C).
CENTAURO, June. Accommodation ship for Victorious.
DIAMOND (Destroyer), July 7 at Chatham. Port Service for trials. Commissions August 18.
AURORA (G.P. Frigate), July 13 at Chatham. General Service Commission (Phased). Home/Middle East/ Home. U.K. Base Port, Chatham.
JUNO (G.P. Frigate), July 17 at Southampton. General Service Commission. Home/Far East. Captain's command. U.K. Base Port, Chatham.
SALISBURY (A/D Frigate), July 24 at Devonport. Port Service. L.R.P. complement.
ZULU (G.P. Frigate), July 27 at Rosyth. General Service Commission (Phased). Home/Middle East/ Home. U.K. Base Port, Rosyth.
RUSSELL (A/S Frigate), July 31 (Tentative date) at Portsmouth. Reserve crew. Port Service.
JAGUAR (A/S Frigate), August 3 at Chatham for trials. Port Service. Commissions September 28.
DECOY (Destroyer), August 15 at Portsmouth. General Service Commission. Home/Far East/ Home. U.K. Base Port, Portsmouth.
ARGONAUT (G.P. Frigate), August 17 at Hebburn. General Service Commission. Home/Far East/ Home. U.K. Base Port, Portsmouth.
DIAMOND (Destroyer), August 18 at Chatham. General Service Commission. Home/Far East/ Home. U.K. Base Port, Chatham.
BERWICK (A/S Frigate), August 21 at Chatham. Port Service. Special refit. Dockyard control.
JUNO FLIGHT, August at Portland. General Service Commission. Wasp. U.K. Base Port, Chatham.
PALLISER (A/S Frigate), August at Portsmouth. Port Service. Reserve crew (Tentative date).
PROTECTOR (Ice Patrol Ship), August 24 at Portsmouth. 50% of ship's company. General Service Commission. Home/South America and South Atlantic. U.K. Base Port, Portsmouth.
VICTORIOUS (Carrier), August 31 at Portsmouth. General Service Commission. East of Suez. U.K. Base Port, Portsmouth.
PUNCHSTON (C.M.S.), September 9 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

LLANDAFF (A/D Frigate), September 19 at Singapore. Foreign Service (Far East) (Phased). (A).
DELIGHT (Destroyer), September 20 at Devonport. General Service Commission (Phased). Home/West Indies/ Home. U.K. Base Port, Devonport.
JAGUAR (A/A Frigate), September 28 at Chatham. General Service Commission. Home/Far East/ Home. U.K. Base Port, Chatham.
WISTON (C.M.S.), September 30 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).
YARNTON (C.M.S.), September 30 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).
DANAE (GP Frigate), September at Devonport. General Service Commission (Home/Far East). Captain's command. U.K. Base Port, Devonport.
814 SQUADRON (VICTORIOUS), October 1 at Cudde. General Service Commission. Wasp. U.K. Base Port, Portsmouth.
ASHANTI (G.P. Frigate), October 2. L.R.P. complement at Portsmouth. Port Service.
BEACHAMPTON (C.M.S.), October 7 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).
BURNASTON (C.M.S.), October 7 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).
CHICHESTER (A/D Frigate), October 14 at Singapore. Foreign Service (Far East) (Phased). (A).
KENT (G.M. Destroyer), October 7 at Chatham. General Service Commission. Home/Far East (Phased). U.K. Base Port, Chatham.
CHAWTON (C.M.S.), November 4 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).
HECLA (Surveying ship), November at Devonport. General Service Commission (North Atlantic). U.K. Base Port, Devonport.
ARGONAUT FLIGHT, November 4 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.
LINCOLN (A/D Frigate), November 30 at Devonport. Trials crew. Port Service. Commissions February 1, 1968.
ARETHUSA (GP Frigate), December 7 at Portsmouth. General Service Commission (Phased). Home/Far East/ Home. U.K. Base Port, Portsmouth.
HEGATE (Surveying ship), December at Devonport. General Service Commission (North Atlantic). U.K. Base Port, Devonport.
BLACKWOOD (A/S Frigate), Late 1967 (Tentative date). Reserve crew at Portsmouth. Port Service.
ZULU FLIGHT (Under consideration), December at Portland. General Ser-

vice Commission Wasp. U.K. Base Port, Rosyth.
SIRIUS (GP Frigate), December 12 at Singapore. Foreign Service (Far East) (Phased). (A).
VIDAL (Surveying ship), December (Tentative date) at Chatham. Foreign Service (Far East). U.K. Base Port, Chatham.
BULWARK (Commando ship), December (Tentative date) at Portsmouth. Home Sea Service/Foreign Service from date of sailing. U.K. Base Port, Portsmouth.
VICTORIOUS (S.A.R. FLIGHT), Late 1967 at Cudde. General Service Commission. U.K. Base Port, Portsmouth.
CLEOPATRA FLIGHT, Early 1968 at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport. (Flight under consideration.)
MOHAWK (GP Frigate), January 4 at Rosyth. General Service Commission (Phased). Home/Middle East/ Home. U.K. Base Port, Rosyth.
CLEOPATRA (GP Frigate), January at Devonport. General Service Commission (Phased). Home/Middle East/ Home. U.K. Base Port, Devonport.
LYNX (A/S Frigate), January 4 at Chatham. General Service Commission (Phased). Home/Far East/ Home. Captain's Command. U.K. Base Port, Portsmouth.
LINCOLN (A/D Frigate), February 1 at Devonport. General Service Commission. Home/Far East/ Home. U.K. Base Port, Devonport.
APPLETON (C.M.S.), February 7 at Bahrain. Foreign Service (Middle East) (E).
HYDRA (Surveying ship), February at Chatham. General Service Commission. Indian Ocean. U.K. Base Port, Chatham.
FEARLESS (Assault ship), February at Devonport. Reconmission (Phased). Home Sea Service/Foreign Service (from date of sailing). East of Suez. U.K. Base Port, Devonport.
YARMOUTH (A/S Frigate), February at Portsmouth. Trials crew (ex Dockyard control). Port Service. General Service Commission. May, 1968.

SUBMARINES

WARSPITE (Fleet submarine), April 18. For service in 3rd S/M Squadron at Faslane.
OXLEY, April 18 at Scott's Yard, Greenock. The first of four 'O' class submarines for the Royal Australian Navy.
NOTES—It is emphasised that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.
The terms "U.K. Base Port" means (Continued on page 3)

Two new Leanders ordered

The 23rd and 24th Leander class frigates are to be built by Messrs. Yarrow & Co., the Clyde shipbuilders. Main machinery will be provided by Messrs. J. Samuel White & Co., of Southampton.

Two of the class have already been built by Yarrow—Dido and Naiad—and a third, Jupiter, was laid down last October.

Torrey Canyon

(continued from page 1)

Exceptionally high tides extinguished the blaze, and there were renewed attacks on following days, bringing a wartime atmosphere in the south-west.

WAR MEMORIES

Such remarks as "a good day for bombing" brought back memories to the older men in the Service.

Sea Vixens from Yeovilton and Buccaneers from Brawdy, as well as more R.A.F. Hunters with napalm, joined in, until the wreck on March 30 was declared to be free from oil.

Less spectacular were the surface operations which continued from the time the tanker went aground, and mounted in scale and importance as the oil drifted ashore.

Warships which have been mentioned included Barrosa, Delight, Aurora, Daring, Eskimo, Carysfort and Blackwood, and the minesweepers Clarveston, Wotton and Nurton.

Another task force for Channel Islands operations consisted of Pellew, Laleston, Belton, Highburton and Soberton.

H.M.S. Sea Eagle, the Londonderry naval base, which was due to close in 1970, has been reprieved, and will continue in use until at least 1971.



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LATEST FILM RELEASES FOR THE NAVY

Sailors traditionally are well acquainted with the situation in which a girl decides that her baby needs a father, and when the lady in question is a young French widow, played by charming Leslie Caron, the scene is set for a lively comedy.

"Promise Her Anything" is the film which tells the tale, with Warren Beatty playing

"Promise her anything" — well who wouldn't when Leslie Caron appears in this lacy bare-midriff outfit,

Baby needed a father!

opposite Miss Carron. It is one of an exciting bunch of productions just released by the Royal Naval Film Corporation for showing to the Fleet.

The full list is as follows: **The Liquidator.** — Rod Taylor, Trevor Howard, Jill

St. John. A spy comedy about a man who finds himself miscast as a Secret Service "executioner."

The Chase. — Marlon Brando, Jane Fonda, James Fox. A drama of viciousness, ignorance, and evil in a small town in the American South-West. A powerful plot and a hot climax, put across by a distinguished cast.

Promise Her Anything. — Warren Beatty, Leslie Caron. A comedy about a young French widow who decides that her baby needs a father.

Murderers' Row. — Dean Martin, Ann-Margret, Karl Malden. Another Matt Helm adventure with familiar ingredients of hectic action, comedy, and glamour. A far-fetched story as always, but it has plenty of excitement, wit, and ingenuity—plus the Slay girls!

I Deal in Danger. — Robert Goulet, Christine Carrere. A war-time spy adventure story mainly set in Germany.

Boy Did I Get a Wrong Number. — Bob Hope, Elke Sommer, Phyllis Diller. A farcical comedy about a happily married man who gets innocently involved with a runaway film star.

POINTS LEADERS ON ROSTERS

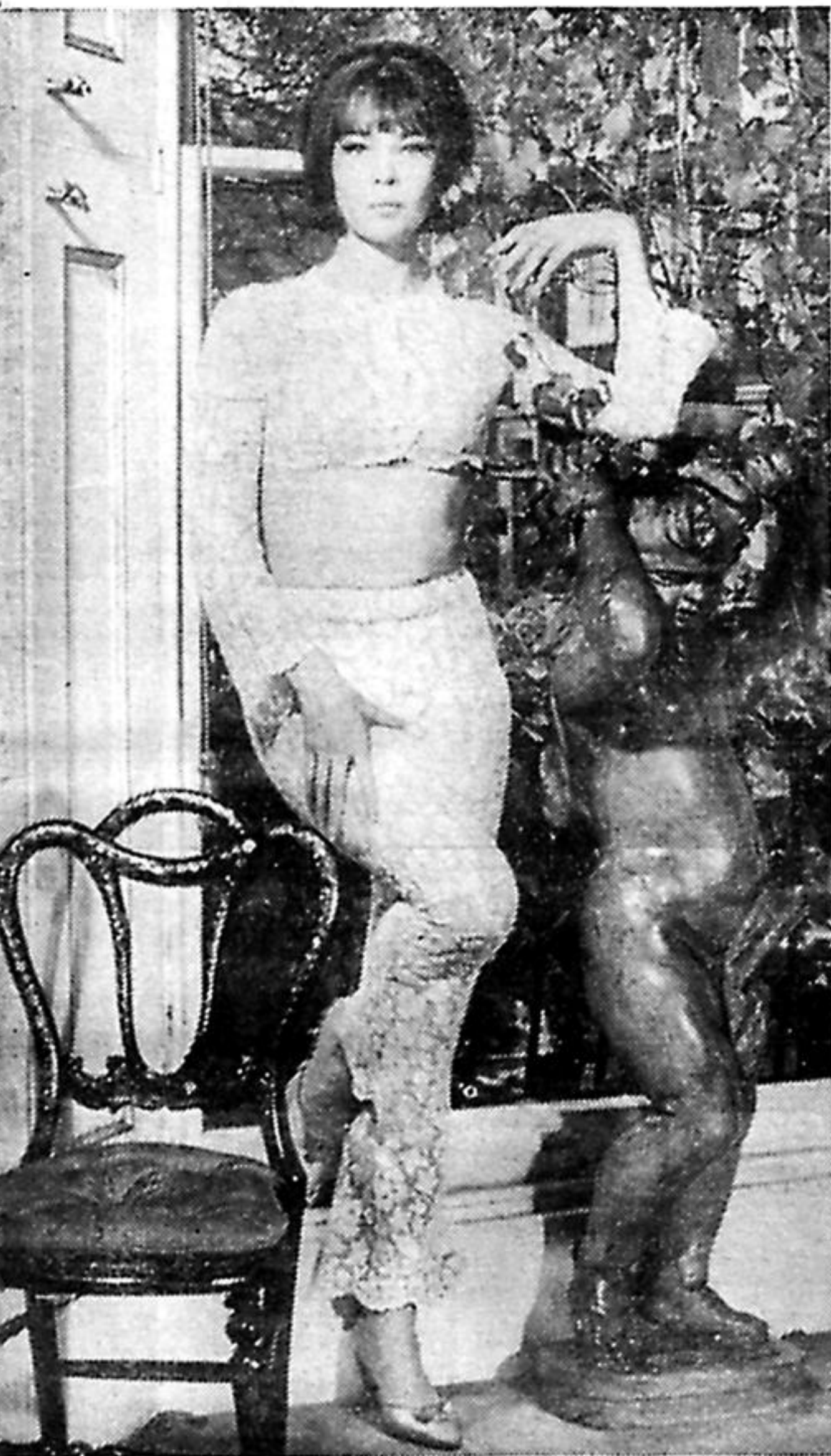
The following table shows the total points of each man at the top of each roster as at March 1. The number in parentheses indicates the number of men with the same number of points.

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

Ratings lacking seniority, V.G. conduct, or medically unfit have been omitted.

The rosters have been adjusted in accordance with the points awarded on November 30, 1966, and take into account the provisions of D.C.I. 1330/66.

CPO	PO	LS
1212	560	Int.
CHSMKR	SMKR	CPOWTR
1048	Dry	1821
POWR	LWTR	
622	382	
CPOSA	POSA	LSA
1816	405	737
CPOCA	CPOCK(S)	POCK(S)
1690	1690	1392
CCK(S)	CPOSTD	POSTD
410	1010	1010
ISTD	CPOCK(O)	POCK(O)
Int.	2252	1020
LCK(O)		
216		
MAA	RPO	
1690	798	
CHRA/	CHM(E)	POM(E)
CHMECH	2006	Int.
Int.		
LM(E)		
Dry		
CHSHPT	CHUNR	
Dry	1799	
COEA/	CCELMECH/	
COEA	COELMECH/	
Dry	Dry	
POCEL/	LCM/LOEM	
POCEL	Dry	
Int.		
CHRE/	CHREL	POREL
CHREL	1321	Dry
MECH		
Dry		
LREM		
Dry		
CPOMA	POMA	LMA
509	442	Int.
CCY	CY	LRO(T)
1633	46(X2)	432
CRS	RS	LRO(G)
1785	Int.	309
CRS(W)	RS(W)	LRO(W)
Dry	Dry	Dry
CHAA(AE)	CHAA(O)	CHAM(AE)
Dry	Dry	Dry
CHAM(O)	CHAM(AIR)	CHAM(AIR)
Dry	Dry	Dry
CHEL-	CHREL-	
MECH-	MECH(AIR)	
(AIR)	Dry	
Dry		
CHAF(AE)	POAF(AE)	LAM(AE)
2366	1383	Int.
CHAF(O)	POAF(O)	LAM(O)
2338	535	653
CHAIR	POAIR(AH)	LAIR(AH)
(AH)	1076	Dry
2046		
CHAIR(SE)	POAIR(SE)	LAIR(SE)
968	1002	Int.
CHAIR	POAIR	LAIR(PHOT)
(PHOT)	(PHOT)	811
1762	1112	
CHAIR	POAIR	LAIR(MET)
(MET)	(MET)	552
1266	594	
CHEL	POEL(AIR)	LEM(AIR)
(AIR)	370	Dry
2062		
CHREL	POREL(AIR)	LREM(AIR)
(AIR)	403	Dry
2059		



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SHEFFIELD ... 45/6	BRISTOL ... 18/6
NOTTINGHAM ... 39/6	SALESBURY ... 10/6
LEICESTER ... 39/6	WORCESTER ... 29/6
NORTHAMPTON ... 26/6	GLOUCESTER ... 27/6
LIVERPOOL ... 52/6	READING ... 13/6
MANCHESTER ... 49/6	PORTLAND ... 18/6
NEWCASTLE-UNDER-LYME ... 42/6	PLYMOUTH ... 36/6
STAFFORD ... 39/6	LONDON from PORTSMOUTH ... 14/6
WOLVERHAMPTON ... 34/6	LONDON from GOSPORT ... 16/6
BIRMINGHAM ... 32/6	LONDON from H.M.S. ... 15/6
COVENTRY ... 29/6	COLLINGWOOD ... 15/6

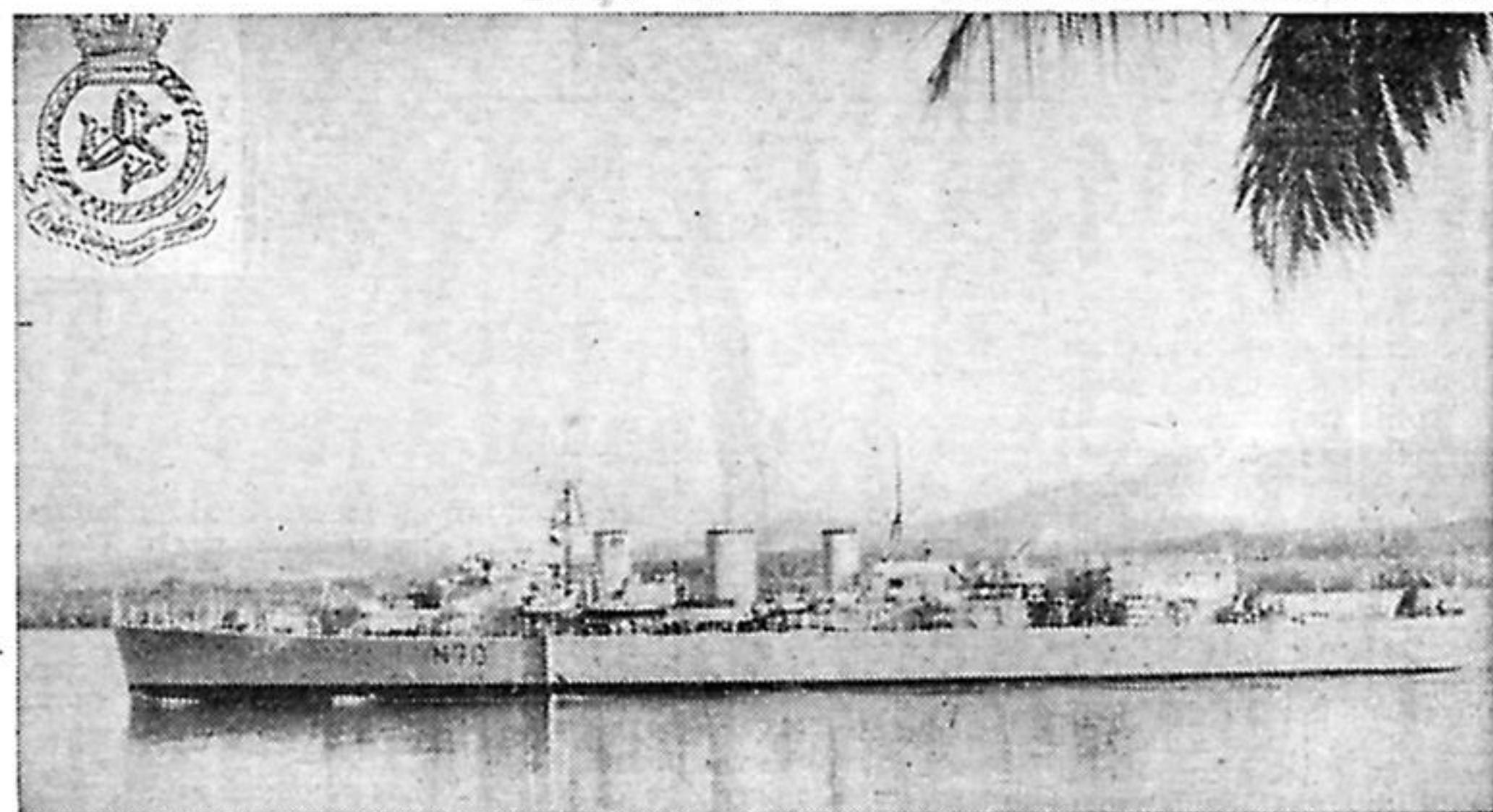
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No. 137

H.M.S. Manxman



MINELAYING DEBUT IN FANCY DRESS

The sole survivor of the six fast minelayers built between 1939 and 1943, H.M.S. Manxman, was converted to a minesweeper support ship in H.M. Dockyard, Chatham between 1960 and 1963, and is now serving in the Far East, where she took over from H.M.S. Woodbridge Haven.

Her speed was invaluable during the war and she saw service in Home Waters, in the Mediterranean, making quick dashes to Malta, the Eastern Fleet, taking part in the second Madagascar expedition, and with the British Pacific Fleet.

Her first minelaying exploit was off Leghorn. For this operation she was disguised as a French light cruiser of "Le Tigre" class and, without any cover, she penetrated right into the Gulf of Genoa without detection.

Dismantling her disguise and hoisting the White Ensign, she laid her mines early on the morning of August 25, 1941. She then increased speed to 37 knots to be clear of the Gulf by dawn, when she re-assumed her fancy dress, but met no ships or aircraft.

In 1942 Manxman made a memorable dash to Malta from Port Said with 350 tons of food. She left Port Said on the night of November 10 and reached Malta on the afternoon of the 12th—the first surface ship with supplies for the island in twelve weeks.

On December 1, 1942, she was torpedoed by U.375 and severely damaged. After temporary repairs at Mers-el-Kebir, she was towed to Gibraltar, where further repairs were carried out.

Manxman was towed to the

United Kingdom in June, 1943, being under repair in the Tyne until April, 1945, when she was recommissioned for service with the British Pacific Fleet.

She did not, however, reach Colombo until July 14, and at the time of the Japanese capitulation a month later, was at Melbourne.

In 1951 Manxman recommissioned for service in the Mediterranean, helping at the earthquake in the Lebanon in March, 1956, and taking part in the Suez operations in November, 1956.

The ship's displacement is 4,000 tons (full load). She is 418 feet in length (o.a.) and her beam is 40 feet. Her complement is 238 officers and men.

Of her sister ships, Abdiel, Latona and Welshpool were lost during the war. Apollo was scrapped in 1962 and Ariadne in 1963.

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B. D. Parker, MX 857618 D. Eames.	
To Ch EI	MX 895910 T. W. Searle.
To Ch R EI Mech	MX 915884 G. D. Wadsworth.
To CRS	JX 905562 K. Melton.
To CCY	JX 905138 H. J. Whitehead.
To CAF(AE)	L/FX 783961 C. B. Laws, L/FX 837729 B. S. G. Macey, L/FX 837596
R. D. Parsons, L/FX 854121 M. J. Coles.	
To CA(AH)	L/FX 858571 W. T. Kirkpatrick.
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MRS HEALEY LAUNCHES H.M.S. RENOWN

—and gives praise to naval wives

Mrs. Denis Healey, wife of the Secretary of State for Defence, in her travels about the world has met a great many Service wives. They have won her warm admiration.

Expression to her thoughts was given on February 25 when she launched Britain's second Polaris submarine, H.M.S. Renown, at the Birkenhead yard of Cammell Laird.

The launch was the occasion for anti-Polaris demonstrations, and criticism of the Bishop of Chester (Dr. G. Ellison) for agreeing to say prayers.

"The Bishop and I," said Mrs. Healey, "have had a lot of letters about what we ought to say, or not to say, on the occasion of this launching."

Extra words

"If I could have been allowed a few extra words, if it had been appropriate for me to add anything to the traditional words of launching, there are two things I would have liked to have said."

"One must have been in all our hearts when we saw this deadly ship going down to the sea—may she never be called

upon to use her terrible weapons. Let her existence be enough. And secondly, bless all those wives who watch and wait for her."

"What an enormously important part the wives of our Servicemen play. How modestly and quietly, and with what courage, they undertake duty all over the world."

"They are doing a splendid job, mostly unsung and un-honoured, and especially I think more is demanded of a naval wife than any other."

In an interview afterwards at Admiralty House in London, Mrs. Healey told "Navy News" that until her husband became Secretary of State, she had had little experience of Service wives.

"The old image of the Services and their ladies—whatever truth there might have been in it in the past—is certainly completely false today."

"It came as rather a surprise, and a delight to me, to see the way they were helping to im-

prove international relations by their voluntary work."

"I found them helping with local charities and causes—for instance among Arabs in Aden and in Singapore and Hong Kong."

Learning Language

"They were taking the trouble to learn the language of the country they were in, and naval wives especially impressed me by their intelligent interest not only in their husbands' work, but in all facets of that work."

Mrs. Healey said she had learned some surprising things from headmasters about the children of Service men.

First of all, the parents had quite a different attitude and responsibility towards educational requirements. In the constant upheavals they were the connecting link, and were most conscientious about this.

It was reassuring that according to those who had done research on the subject, for above average and average children, constant changes did not have a detrimental effect. Quite the contrary.

Separation problem

In discussing the problem of separation and loneliness, Mrs. Healey was asked if she had any advice for naval wives.

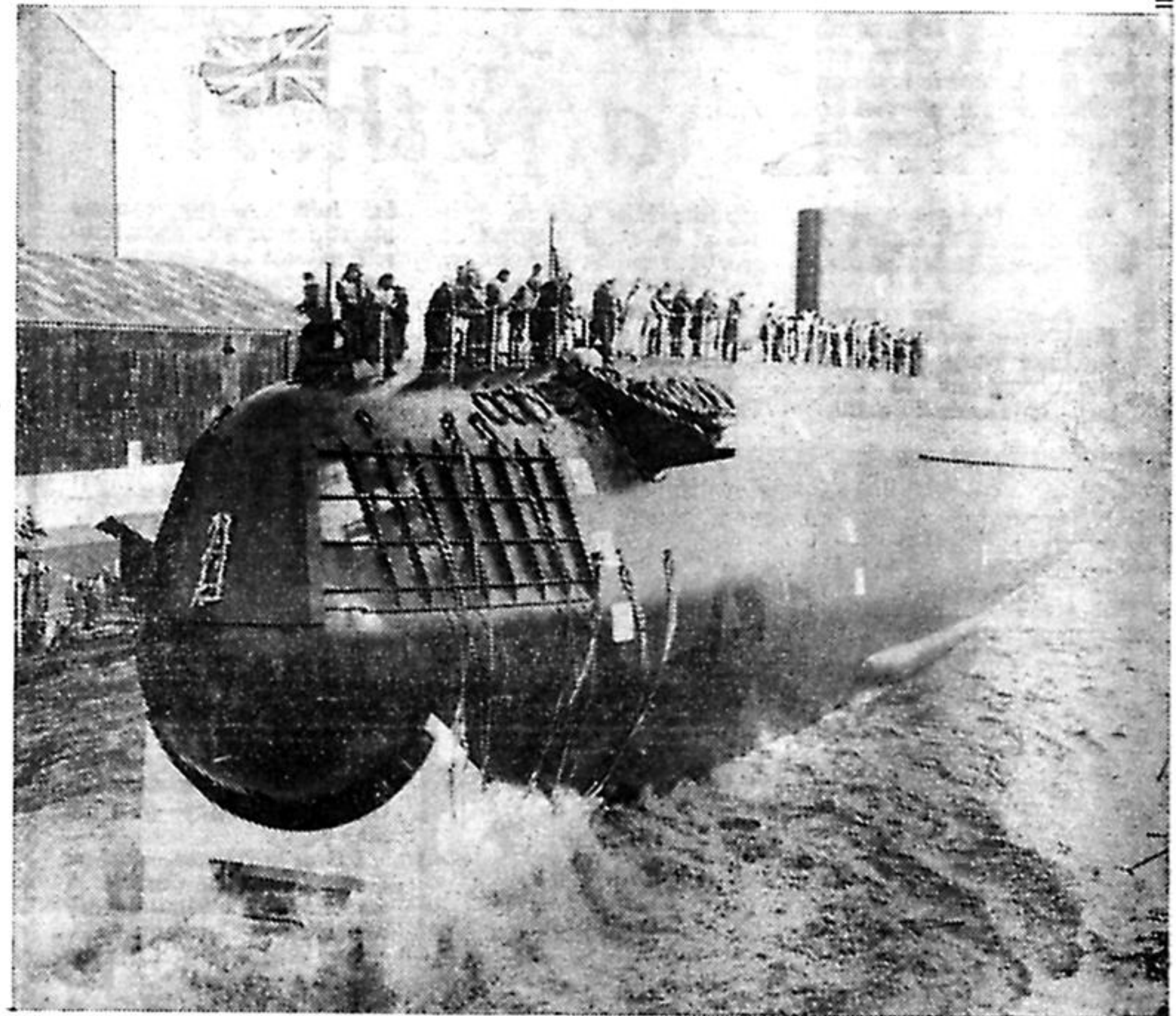
"I don't care for the word advice," she replied, "I would rather tell them the qualities I have admired about them."

"If they take the opportunity for everything a posting has to offer—sailing and swimming and all the outdoor activities they could never do at home, then a constant upheaval becomes also a constant stimulation."

"Above all, if they try to understand the country they live in, they become so much more interesting than wives who have not the same chances for travel."

"To those who are finding the pangs of separation rather hard to bear, I have to admit that I have never experienced it in quite the same way as a naval wife."

"But the wives of all executives—all men totally committed to their jobs in time or concentration—find that they have



Britain's second Polaris submarine goes down the slip at the Merseyside yard of Cammell Laird. Nearly 20,000 people watched the ceremony, and their cheers were echoed by the sirens of other ships in the river.



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ROWNER ESTATE GETS A FAMILIES CHAPLAIN

The smiling Chaplain has a friendly chat with young naval wives on the new Navy estate at Rowner, Gosport.

Families' Page

'SMASHING FOR YOUNG COUPLES'

"The new married quarters are smashing for young couples," said one Naval wife at Rowner. "We were living with parents before we got one."

The improvements she would like to see were: bus shelters (there is only an hourly service and quite a distance to reach it); more telephone call boxes; advice and help about smelly refuse chutes (paper or plastic disposal bin bags?); and litter bins.

Some of the wives are worried about electric wall fires, round which guards cannot be placed because it is not permitted to fix anything to the walls.

Pride in their homes is rather spoiled because the distempered walls cannot be washed (the paint comes off if you do), and they are not allowed to give a new coat. Toddlers soon give a living room a grubby look.



'Welcome has been marvellous'

The youth, vitality, and happiness of naval wives is the outstanding first impression of the Rev Emlyn Williams, newly appointed Families Chaplain to Portsmouth Command.

Tall, smiling, and accompanied by his dog, Mr. Williams is already a familiar figure on

the Navy's housing estate at Rowner, Gosport.

A retired naval chaplain—he joined in 1940 and retired 20 years later—Mr. Williams was six years chaplain at H.M.S. Worcester, the Merchant Navy officers' training ship.

Until his latest appointment he had not worked among families, and his only experience of "parish visiting" was as a curate.

His early recollections of "going the rounds" were not particularly happy, and he told "Navy News" that he was rather dreading the prospect when he began his duties in his newly created post.

NEW QUARTERS

"I need not have worried," he smiled. "The main part of my work is, of course, visiting, and the big concentration of naval families is at Rowner—several thousand of them and more to come."

"The welcome has been marvellous. My work is a pleasure. Apart from a few teething troubles, the wives are delighted with the new quarters—especially those who have known life in furnished rooms."

"They seem to like gathering in each others' houses in the afternoons, and already there is every evidence of a tremendous community spirit."

HUSBANDS' STUDIES

"I have been interested in the way wives are encouraging their husbands to study for advancement. One of them is helping the husband with his maths. They are really keen on getting on and making a worth-while career."

Asked about distress among wives due to loneliness, Mr. Williams said there seemed very little.

"Where it does exist," he said, "it is acute, and includes circumstances not entirely associated with naval life."

PRACTICAL HELP

Asked how he saw his duties, Mr. Williams said he thought his major contribution would be as a means of communication between the families. He could help in a practical way, where problems arose through husbands being at sea, by enlisting the help of neighbours, or, where necessary, calling for help through official and unofficial organisations.

Mr. Williams said he was looking forward to the provision of the community centre at Rowner, and to help for the spiritual side of his work.

"Navy wives are taking an active part in the work of the old Rowner Church, now being

extended on ultra-modern lines, and I am sure they will also help when the daughter church is available on the perimeter of the near-by establishment, H.M.S. Sultan."

Mr. Williams is living at the wardroom of H.M.S. Sultan and until his office is ready, can be contacted there (telephone Gosport 80331, extension 13).

The three-year special refit of H.M.S. Ark Royal started in H.M. Dockyard, Devonport, on February 27.

DO WRENS MAKE THE BEST NAVAL WIVES?

The following are extracts from the Families Page post-bag:

Where there are moaners among Navy wives I usually find it is among those who have never served in the Wrens.

If only husbands-to-be would really get down to some serious talking with their fiancées, and explain what life as a Navy wife is like, I am sure a lot of them would settle down more cheerfully with the knowledge of what to expect.

I spent six happy years in the Signal Branch of the W.R.N.S. and when I married I knew what to expect, but I have part-time work and also run a Guide company. We could do with help from others.

After all this I have a grouse of my own. It appears that the Navy very carefully considers the drafting of sportsmen. Another man, just as good at his job, may be drafted anywhere.

Mary, Mary

Having read the views of the brisk and competent Brigadier's wife, I take particular pleasure in telling of the newly-formed Tamerton Foliot branch of the R.N. Wives' Association.

An energetic committee has got the branch off to a flying start. A varied weekly programme materialised in a flash, and the enthusiasm of the members (already they number 71) is tremendous.

I wish the Brigadier's wife could look in at one of the meetings!

Enthusiast

As a new reader of "Navy News" I would like to say how very interesting I find it to be.

I have been living in Plymouth for the last two-and-a-half years, and have never even heard of any wives clubs, or the numerous ways in which we can be helped.

I am thankful to have plenty

of hobbies to keep me busy after my day's work.

You might well say that there is need for bold re-thinking, especially I feel on the part of Service Welfare.

Victorious

FAMILY RESTS

Naval wives out shopping, in either Portsmouth or Weymouth, are reminded that the restaurants in the Royal Sailors' Rests in the two towns may be used by them, and their children, during the day, whether they are accompanied by their husbands or not.

The Admiralty Board has stated that it is no longer necessary to apply the "three-year occupancy rule" to married quarters in Rosyth.



Mrs. Jeannie Creedon and son Andrew, with Mr. M. A. Foley, Under-Secretary of State for the Navy (Photo, by courtesy of the Helensburgh Advertiser)

Jeannie's visitors

Mrs. Jeannie Creedon, a Navy wife and journalist, was a little nervous when Mr. Foley, the Under-Secretary of State for the Navy, and Vice-Admiral Sir Hugh Mackenzie, the Chief Polaris Executive, visited her at her house on the Churchill Estate at Faslane.

She said, however "I need not have worried—they were absolutely charming."

The Minister seemed interested in everything. He thought that the electric storage heaters might have been expensive to run, but Mrs. Creedon said that she liked them, and found the cost reasonable.

She did point out, though, that the Navy put both heaters in the same room, which means that other heaters are necessary in other parts of the house on very cold days.

Mr. Foley asked about the

hot-water system and, when he was looking around the kitchen, Mrs. Creedon mentioned the shortage of cupboard space.

He agreed that a bus service to the estate was essential, for there was a long walk to the shops, although one or two mobile shops do visit the area.

Mrs. Creedon asks: "When are we going to have a telephone kiosk on the estate?"

"Time after time," she says, "we traipse all the way down to Kirkmichael, only to find the telephone there is out of order."

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Letters to the Editor

HE FELL IN LOVE—WITH A PAPER

An old seaman now living in Hull sent me a surprise—a copy of "Navy News" which I never even knew existed. I fell in love with it straight away, and that is my reason for ordering a year's supply.

The fathers of four people mentioned in the edition were C.O.s in my serving days. Another reference was to G. Steele with whom I served in both K1 and K16 submarines in the First World War.

J. T. Maloney.

Heckmondwike, Yorks.

SHIP POSTCARDS ARE THEIR 'PIN-UPS'

Possibly you are wondering why I am interested in ordering your postcard photographs of H.M. ships, but the fact is that almost one-third of the crew of this ship (total 75) are ex-R.N., and several of us have sons serving in the Navy at the present time.

Therefore we have and share a great interest in the Navy of today.

Incidentally these photos are regarded on our bulkhead as more interesting than the conventional type of "pin-up."

G. Bell.

On board S.S. Amsterdam.

Father missed the boat

Since boyhood, the sea and ships have always had a fascination for me. When I was of age, I wanted to go to sea, but fate steered me into a civilian career.

This did not deter me from my longing to sail the seas. On business or pleasure I always contrived to go afloat.

My son shared my interest, and we spent holidays on or at the sea whenever we could.

Two years ago, my son came home and confessed that he was unhappy in his job, and expressed a desire to join the Navy.

I think he was staggered when my wife and I gave our consent. We assured him that he was not forsaking us for a life in the Navy, for we believed he had made the decision of his life.

He is now serving in a ship in the Far East. From his letters home he has found the job he

wanted, and he is living the life of my boyhood dreams.

L. Tricketts.

Anderton, Cheshire.

Light Dragoons as Marines

(From Rear-Admiral C. M. Blackman)

I was very surprised to read in a letter from T. M. Capron (March issue) that it "cannot be confirmed by any records" that the 17th Light Dragoons (not Lancers until after Waterloo) served afloat.

According to a standard work on Army matters, namely "Records and Badges of the British Army," it is stated: "In 1795 four troops of the regiment were employed in the Maroon War in Jamaica and at the capture of the island of Granada. Two of these troops, dismounted, were employed as acting marines on board Hermione, frigate, Capt. Pigot, on the West Indies Station."

There was, of course, no Royal Marine officer present with King Charles as it was not until 1802 that King George III conferred the distinction of Royal on the Marines.

C. M. Blackman.

Bishop's Waltham, Hants.

Invitations to the old E 11 crew?

Having noticed in "Navy News" (February issue) that the bell of the submarine E 11 will be returning to England to be presented to H.M.S. Dolphin's museum, it would be appropriate if the very few members of her crew could be traced and invited to attend the handing over ceremony.

G. H. Plowman, D.S.M. (ex-leading signalman)

Wellingtonborough, Northants.

Tribute to H.M.S. Plover

I feel sure that many readers, like myself, would appreciate seeing more patrol and auxiliary vessels, including R.F.A.s as "Ship of the Month."

One ship in particular I would like to commend is H.M.S. Plover, which deserves a well-earned place.

J. G. S. Booth.

Cheltenham, Glos.

Ballerina looked disdainfully

With reference to the Tiptoe article (March issue), when the Royal Ballet said they would not be able to spare anyone, followed by a lesser "outfit," the submariners were obliged to look beyond the ballet limits, and in the event the ceremony was attended by four of the Nigerian "topless" dancers, dressed in full (R. full) Nigerian dresses.

The ballerina on the fin looked down disdainfully, but

SAW HIS OLD SHIP

While walking round the basin in H.M.S. Tamar I was surprised to see an old ship of mine, H.M.S. Cardinham, in which I last served in 1956 when she was a member of the Harwich Inshore Flotilla, based on H.M.S. Mull of Galloway.

Apparently she has been going strong out here for a number of years, but is now in the process of being broken up. I went aboard and stood awhile in the old forward mess deck and my old wireless office, and watched the fittings being pulled apart.

It was like watching part of my life being thrown away, as she was a happy ship. If any of her old crew of 1956 happen to read this letter, I thought they might be interested to hear of the end of her service.

Brian F. Parkes (radio supervisor).

H.M.S. Fearless, Hong Kong.

the U.K. weather soon sent the guests down below.

There was a slightly different ceremony at the Brompton "Army and Navy" pub, where some of the crew entertained "yardees" who refitted Tiptoe.

H. C. Felton.

Gillingham, Kent.

Delays in salvage of submarines

Concerning the "Final Tribute to K 13" (March issue), the alarm was not raised by a housemaid across the loch, because no one believed her story about seeing two men surface momentarily, and no one paid any attention. They drowned.

The commanding officer, Lieut.-Cdr. Herbert did not surface then, but a good deal later, when another submarine had already located the sunken K 13.

The statement that "rescue operations were started immediately," as applied to sunken submarines up to Thetis inclusive, is rather a euphemism. If the serious delays which

Defence spending —our choice

Your editorial in the February issue questions the financial saving in Malta, and many of your readers must be as puzzled as you are, but I must take exception to your repetition in that same article of a fallacy now current.

You say, "... but Britain's resources demand a curtailment to only a share of her former influence."

This is not true, or at best is only a serious over-simplification of the facts. Of course, we cannot afford unlimited expenditure in any department, but a choice remains, and our present national policy is a result of the exercise of that choice—it is not inevitable.

We have chosen to spend more and more on ourselves at home, and to give away large sums abroad "without strings," instead of making sure that we get value for money.

I am not questioning the policy—it may be wise, it may be not—but it is important to realise that the policy is deliberate.

Only a sapping of our will and an obsession with our comforts, can bring Britain to a comfortable insignificance (and the comforts would not last long).

We shall be as influential as we deserve to be. There are no excuses, and it is good to know that we have at least one Admiral of the Fleet who is not afraid to say so.

J. E. T.

Alverstoke, Hants.

sometimes occurred with emergency submarine salvage in the past are admitted, more R.N. ratings will better understand the vital need for immediate action.

B. R. Sandham.

Gosport, Hants.

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NAVY FINDS GOLD

Navy cooks won more awards this year at the Bournemouth Food and Wine Festival than they have ever done before—a total of 49, comprising seven trophies, ten gold medals, nine silver medals, 12 bronze, eight certificates of merit, and three highly-commended awards.

Among the prize-winners was Sy. Sub-Lieut. J. H. Seddon, seen on the right with Mrs. Seddon.

The following were the principal winners.

Gold and Deepdene Trophy three cold dishes—Female: PO PO Ck (O) P. Rogets. R.N.B. Portsmouth.

Gold and Cliffside Eastcliff Perpetual Challenge Trophy for three cold dishes—Female: PO Wren Ck (O) M. Hill. H.M.S. President.

Gold and Gold plaque to the winning team for live competition: CPO Ck (O) A. Fielding, PO Ck (O) B. Ogle and PO Ck (S) K. Parker, all of R.N. Supply School, Chatham.

Gold and Langham Challenge Cup for cold meats: Sub-Lieut. (Ck) D. Pulford. H.M.S. Albion.

Gold and the Highcliffe Hotel Challenge Cup for pastillage: Sub-Lieut. (Ck) J. Seddon. H.M.S. Daedalus.

Gold and Mackinnon Challenge Cup for salt, cone sugar, fat, wax or stearine: PO SA (V) J. Davenport. R.N.B. Portsmouth.

Gold and Burley Court Hotel Challenge Trophy for work in chocolate: CPO Ck (S) R. Steer. R.N. Supply School, Chatham.

Gold for La Table D'Honneur: CPO Ck (S) R. Steer. R.N. Supply School, Chatham.



ATOM SHIPS FOR NAVY

"The Government is looking ahead to submarines incorporating an improved reactor plant, and the remarkable developments in this field make it possible to look again at putting nuclear plants in surface warships."

"We have to be sure the future fleet is going to need nuclear-powered surface ships before we go ahead. Studies are being made."

—Mr. Mason (Minister of Defence, Equipment) speaking in the House of Commons.

Admiral's flag hauled down

The Commander-in-Chief, South Atlantic and South America Station, will haul down his flag, and the Command will cease to exist on April 11.

On April 12, the South Atlantic and South America Naval Command area will be divided between the Commander-in-Chief, Home Fleet and the Commander, Far East Fleet, and the post of Senior British Naval Officer South Africa, will be created.

The post will be held by a Commodore, and he will be accommodated in H.M.S. Afrikaner, together with a small staff of officers and ratings.

'SUPERMARKETS' FOR NAVY

First of new supply ships

Working-up at Portland is the new Royal Fleet Auxiliary Lyness, first of the three new-construction Fleet Supply Ships. The others are the Stomness, and the Tarbatness.

These ships have been regarded from the first as a store around which a ship could be built, and their role is to replenish fleet units, ranging from carriers to minesweepers, with naval and victualling stores rapidly and in large quantities while under way.

Something like 100,000 different items will be carried, ranging from bath plugs and curtain rods to aircraft wings and tyres. Eggs—18,000 dozen of them—can be stored in a special compartment kept at about 32 degrees F., and other items in the 650 tons of food which can be carried include 70 tons of meat and fish, 200 tons of groceries, and 170 tons of vegetables. Five thousand gallons of rum can also be carried.

HIGH STANDARD

The stores support ships—the life-line at sea of the Royal Navy—are 524 feet in overall length, have a beam of 72 feet, and a laden displacement of approximately 16,500 tons.

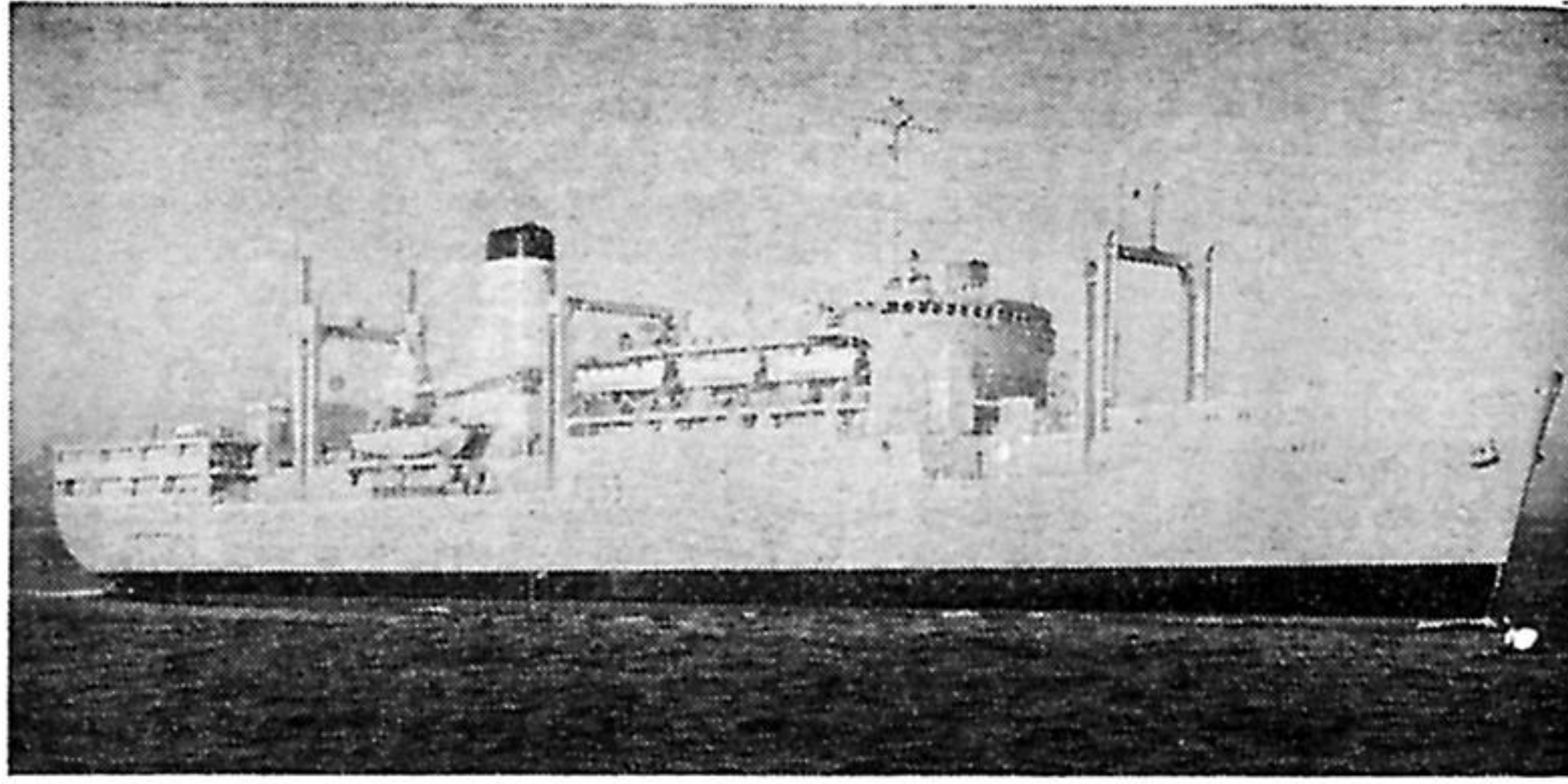
Peace-time complement is 184 officers and men, and the accommodation is of a high standard.

FIRE ABOARD LONDON

H.M.S. London, the guided missile destroyer, commanded by Capt. D. N. Forbes, R.N., and flying the flag of Rear-Admiral M. P. Pollock, Second-in-Command, Home Fleet, returned to Portsmouth on March 7 after eight weeks in the West Indies.

A fire seriously damaged the main galley on March 12. Nobody was hurt, but firemen took nearly an hour to quell the outbreak.

The ship was undergoing self-maintenance at the time. It is understood that her programme will not be affected.



Royal Fleet Auxiliary Lyness, one of the new stores support ships—the lifeline of the Royal Navy at sea

BLARNEY KEPT OFFICE WORK GOING



PO Arthur Kavanagh with the Wrens who are now in the typing centre at Singapore

At the Royal Naval headquarters in Singapore they say that it was the fast talking Irish blarney of Petty Officer Writer Arthur Kavanagh that saw them successfully through a very delicate situation—the turnover from civilian to W.R.N.S. confidential typists and stenographers.

Twenty-five-year old Petty Officer Kavanagh, of Belfast, is in charge of the typing and duplicating centre handling all of the paper work of the Far East Fleet.

Last November the first members of the Women's Royal Naval Service to serve east of Suez since the end of the Second World War arrived in Singapore to replace the civilian typists and stenographers.

Petty Officer Kavanagh saw that the organisation responsible for turning out tens of thousands of words every day, including transcripts of courts martial and courts of enquiry, continued to function effectively while girls in white uniform took over the tasks from girls in colourful print dresses.

Entertaining

Recording artist Anita Harris, who helped to entertain at a show given at the Singapore Naval Base, is pictured with LS Arthur Buckle, of Aldershot, who is on the P.T. Staff at H.M.S. Terror.



Gunboats—ideal ship for defence 'on the cheap'

The term "Gunboat diplomacy" often calls to mind the threat of a strong nation brow-beating a weaker one, but so long as any Power continues to adopt a maritime strategy in peace time, "gunboating" will continue.

In "Send a Gunboat—a Study of the Gunboat and its Role in British Policy, 1854-1904," Antony Preston and John Major have produced a first class volume.

The authors write: "Throughout its career the gunboat remained the tool of a strictly limited Imperial policy. She was the ideal craft for a government and a nation dedicated to defence on the cheap...."

Just a 100 years ago, during Gladstone's first administration, 1868-1874, Imperial commitments were being cut. From this time the chief responsibility for defending the colonies rested not on the Army but on the Navy, and, in recognising this, a Select Committee of the House of Commons stated "the country should trust mainly on naval supremacy for securing

NEW ON THE BOOKSHELF

against foreign aggression the distant dependencies of the Empire."

BEST FOR THE JOB

The type of vessel best fitted for this job was, in the Committee's view, the gunboat.

The first of the Royal Navy's long gunboat line was launched in the Crimean War, and for the next 30 years or more they were the chief servants of British interests abroad, in action in every corner of the British Empire.

The authors have traced the details and fate of every gunboat built during the period concerned, and built up a picture of these small craft and the Navy's "diplomatic" role, all set against the background of British policy in the half-century after the Crimean War. "Send a Gunboat," Antony Preston and John Major, Longmans, 50/-.

Adriatic coasts and islands

Following his books on the Aegean and the Eastern Mediterranean, Capt. H. M. Denham, R.N. (ret.), has now completed a sea-guide to the coasts and islands of the Adriatic.

In addition to the comprehensive sailing directions, berthing and other facilities of the many ports, small harbours and islands in the Adriatic, the book can give the armchair traveller many hours of absorbing interest.

(The Adriatic—a sea-guide to its coast and islands, H. M. Denham, John Murray, 40/-.)

HOVERCRAFT FOR H.M.S. GANGES

* With a grant of £110 from the Admiralty to purchase a "do-it-yourself" kit, and by using old motor-cycle engines, the junior seamen of H.M.S. Ganges are building a two-seater hovercraft, "Hoverhawk," which they hope to enter in the first official national hovercraft championships at Apethorpe, Northants, on June 3.

AT THE PARTY



AB John Workman

Smiling sailor is Able Seaman John Workman, of H.M.S. Hermes, who was helping at a party for 250 orphans in Naples. The party was given aboard the carrier by the ship's company.

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THREE PHOTO PRIZES FOR AN ADMIRAL

The name of Rear-Admiral J. H. Adams is featured three times in the list of prize-winners of the Naval Photographic competition, open to all serving personnel of the R.N., R.M., W.R.N.S., Q.A.R.N.S., and R.F.A. and Reserve Forces.

He was first and third in the Colour Section, and his name appears again with another transparency which is considered suitable for official publicity purposes.

Other prize-winners—Rev. A. C. Atkin, Chaplain, R.N., second in the colour section and also took an award with a picture considered suitable for publicity purposes.

The first prize-winner in the Black and White section was NA (Phot) A. McNee, and the second and third in this section were L/Air P. S. Yockney, and PO/Air B. A. Gentry, respectively.

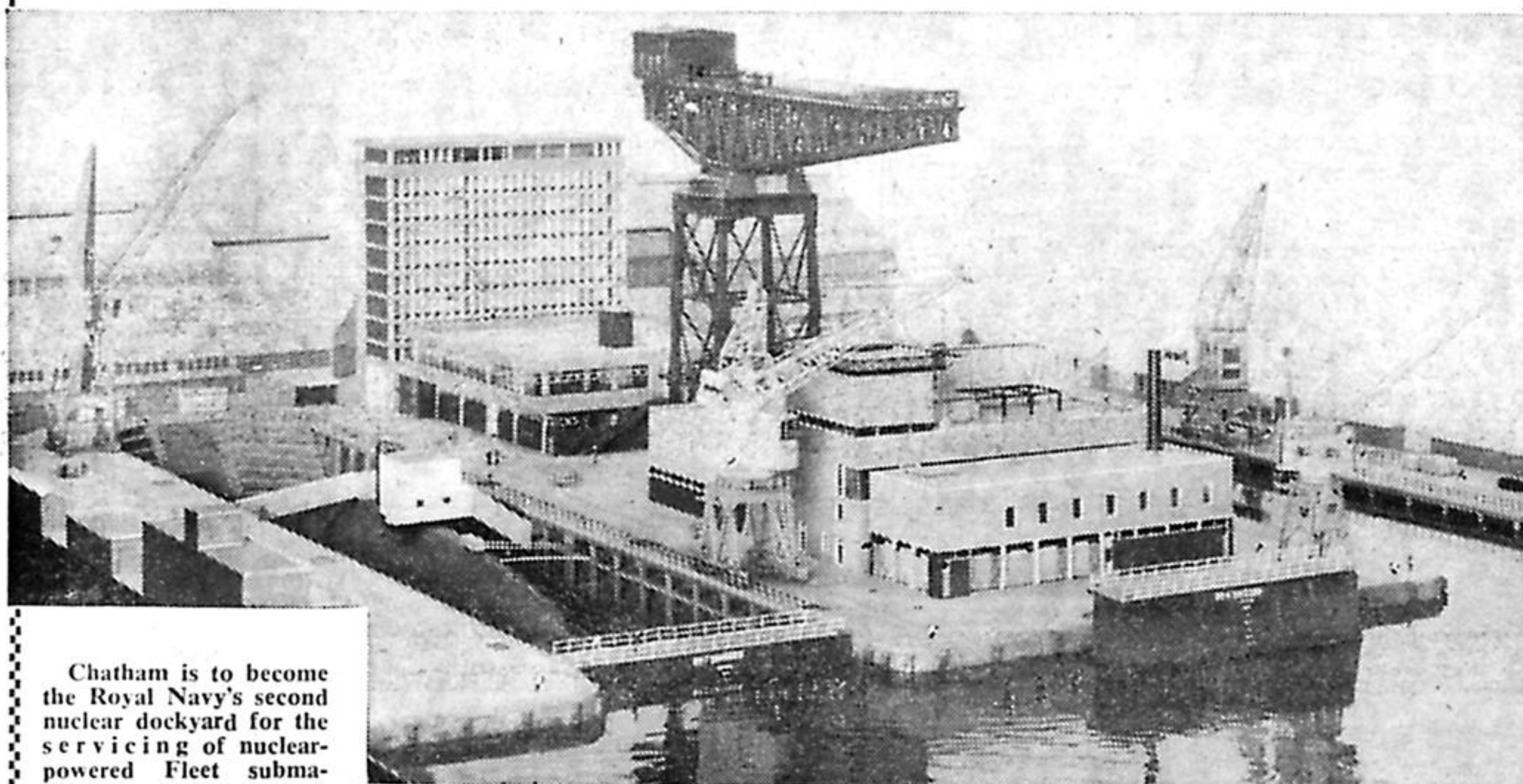
Lieut. K. H. Ronaldson, Lieut.-Cdr. F. W. Hay, CA (Phot) R. A. Pugh, NA (Phot) N. A. Meyer, PO Air (Phot) T. J. Darker, and NA (Phot) M. A. Rowsell also received awards for pictures considered suitable for official publicity purposes.

New aiguillettes

A new type of aiguillette—the plaited gold cords running from the shoulder strap to the top button of the tunic on ceremonial naval dress—was introduced on March 17 for naval members of the Admiralty Board and naval members of the defence Council.

The new type will be known as the "Board" type. In use at present are the "Palace" type and the "Staff" type.

SECOND NUCLEAR DOCKYARD FOR ROYAL NAVY



Chatham is to become the Royal Navy's second nuclear dockyard for the servicing of nuclear-powered Fleet submarines.

On March 1, Mrs. John Parker, wife of the Admiral Superintendent (Rear-Admiral W. J. Parker) laid the foundation stone of a 10-storey accommodation and office block forming part of a £4 million development programme, a model of which is pictured above.

The administrative office and crew accommodation block is one of the group of buildings on a compact site between two existing dry docks, selected to permit concurrent servicing of two Fleet submarines. It will be dominated by a large cantilever crane which has both docks within its radius of action.

Caprice's Beira patrols

During her six months away from the United Kingdom, H.M.S. Caprice, commanded by Cdr. C. J. Nicholl, spent three months on patrol duties in the Mozambique Channel. No ships had to be turned away, but a great number were intercepted before being cleared.

Christmas was spent off the mouth of the Zambesi, but this fact did not stop the usual festivities.

The ship finally left Mombasa on January 11 and, after spending three weeks at Aden, where the ship's Internal Security Platoon supported the Army in the defence of H.M.S. Sheba during a day of general strikes, arrived back at Portsmouth on February 22.

While at Aden a party of two officers and 12 ratings spent

five days up country with the 1st Battalion Irish Guards. During a gunnery demonstration a Wombat anti-tank gun exploded, killing four Guardsmen and wounding nine others, including three from the ship—Sub-Lieut. John Brigstocke, PO Robert Calver, and PO Ck Norman Richardson.

Full advantage was taken of the few occasions which presented themselves for sport, and while at Mombasa the ship's sailing team won the Triumph Cup presented by H.M.S. Triumph, and Lieut. Peter Higgs won five awards at the Kenya "Bisley."

On December 23, POM(E) Robert McEwan averted a major fire in the boiler room, and was commended by the Commander-in-Chief Middle East, Admiral Sir Michael Le Fanu.

On the journey home the ship ran into heavy gales in the Bay of Biscay and at Spithead. Huge waves washed over the ship causing minor damage, and the deck was banned to the ship's company.

MINESWEEPERS FOR ARABIA

Britain has given three inshore minesweepers for the formation of a South Arabian Navy.

1967 NAVY AND AIR DAYS DATES

Navy Days and Air Days this year will be as follows:

Navy Days—Portsmouth and Devonport—August 26 to 28.

Portland—August 5 and 6. Chatham—August 28.

Air Days—Lee-on-Solent—June 17.

Culdrose—July 8.

Yeovilton—July 15.

Brawdy—July 22.

Arbroath—July 22.

Lossiemouth—September 9.

There is to be no Navy Day at Rosyth this year.

Sea shanty group to aid recruiting

While serving in H.M.S. Devonshire three young sailors—LEM Bruce Hajee, RO Brian Ford, and AB Michael Ballantyne—formed themselves into a group, specialising in sea shanties and folk music, and calling themselves "The Dog Watch."

Between them they play six instruments, and appeared on television and radio in Singapore, Hong-Kong, Australia, the Philippines and Scandinavia.

The group now has a new job, for it is an attraction of a Navy recruiting road show which is touring the British Isles.

The tour started at Birmingham on March 13. Among the places to be visited are Edinburgh, Gateshead, Chatham, Sheffield, and Leicester.

THIRD TIME LUCKY?

A rating on board H.M.S. Hermes has recently been issued with an identity card stating his visible distinguishing marks as "appendix scars both forearms."

It is reported that the surgeon failed to locate his appendix at the first attempt!



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GLAMORGAN STARTS A TRADITION

H.M.S. Glamorgan, the first ship ever to bear the name in the Royal Navy, has growing affiliations with South Wales, which has included adoption by the County of Glamorgan.

Traditions tend to grow in warships, and the commanding officer of the guided-missile destroyer, Capt. R. E. Roe, and his officers, hope that they are starting a tradition—to celebrate St. David's Day each year on March 1.

A formal mess dinner was held on March 1 this year, the guest of honour being Lord Brecon. In 1962, when he was the Minister of State for Welsh Affairs, Lady Brecon launched and named the ship at Newcastle.

Lady Brecon could not, of

course, attend the all-male function, but the magnificent silver centre-piece which she presented to the ship to mark the launching and first commissioning in October last year, was placed in a prominent position in the wardroom.

H.M.S. Glamorgan has yet to pay a visit to South Wales. A visit was arranged for last December but had to be abandoned when high winds prevented the ship from entering Cardiff Docks. Another effort is being made this spring.



"You'd better do the full outfit, Charlie—cloven hooves an' all. The opposition is another 'butter wouldn't melt' shower again!"



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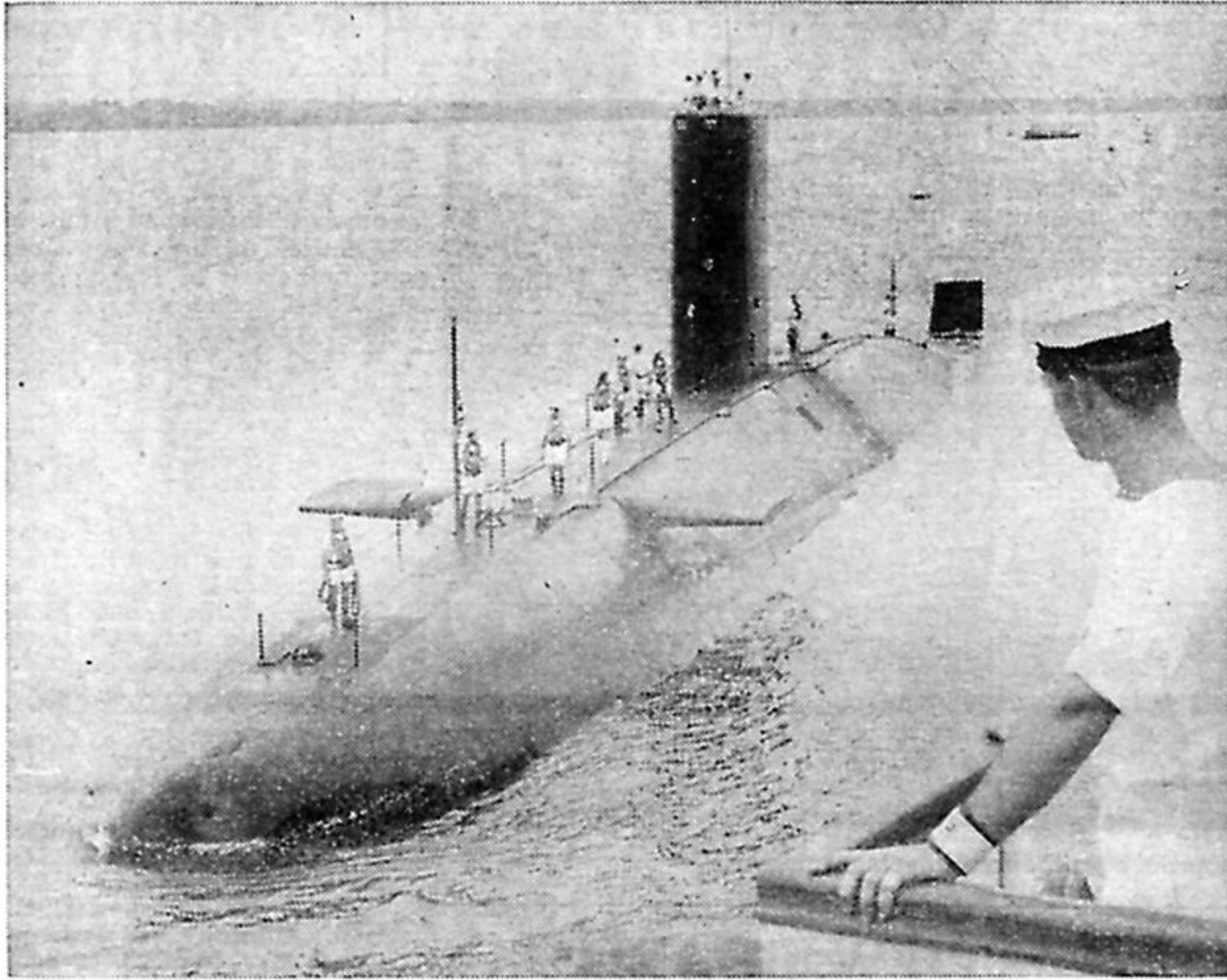
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VALIANT'S RECORD RUN TO FAR EAST

The fleet submarine H.M.S. Valiant, nuclear powered and conventionally armed, arrived at Singapore on March 5 after a record-breaking underwater passage from England.



H.M.S. Valiant berths alongside H.M.S. Forth in Johore Strait

Maidstone to quit Faslane in 1968

When the Under-Secretary of State for the Royal Navy, Mr. Maurice A. Foley, M.P., visited the Faslane Naval Base in February, he faced a barrage of questions at a press conference on board H.M.S. Maidstone.

Mr. Foley stated that the Base would take over the functions of H.M.S. Maidstone towards the end of this year, and the depot ship would leave the area in January, 1968.

By March, 1968, the Faslane Base would be under the

command of a Commodore. The numbers at the Base at the middle of February were about 900 men unaccompanied by their families, and 500 men, accompanied. When Maidstone leaves Faslane the naval numbers—2,000 unaccompanied and 1,200 accompanied—would be nearly complete. By this time next year it is anticipated that the present

number of Service men and civilians at the Base, 2,030, will have risen to 4,670. These numbers do not include wives and families.

The Under-Secretary stated that H.M.S. Resolution, the first British polaris submarine, would be in the Clyde later this year, and would be operational by June, 1968.

Regarding the provision of married quarters, Mr. Foley said that all is on schedule, despite several minor setbacks.

New class of nuclear subs.

Mr. Foley, Under-Secretary of State for the Royal Navy, stated in the House of Commons on March 1 that an order had been placed, that day, for



Capt. J. S. Stevens

IN SUB. WHICH LOST BOW

When Capt. J. S. Stevens left H.M.S. Dolphin, where he has been Captain SM 1 since June, 1964, he was ending a long and distinguished career spanning 37 years.

Born in 1916 and entering the Royal Naval College, Dartmouth, in 1929, Capt. Stevens has spent nearly all his time in submarines, including the whole of the Second World War, except for six months in 1944.

He was serving in H.M.S. Triumph at the start of the war, and was in her when she struck a mine on Boxing Day, 1939—25 feet of her bow being blown off. In 1940 he joined H.M.S. Thunderbolt (ex-Thetis) and was awarded the D.S.C. when an Italian submarine was torpedoed and sunk in December, 1940.

In 1942 and 1943 he commanded H.M.S. Unruffled in

Valiant, the first nuclear submarine of the Royal Navy with all-British-built propulsion machinery, was submerged for a little over a month, breaking her journey, for four days, only once, at Mauritius.

The commanding officer, Cdr. Peter Herbert, said on arrival that the ship had handled perfectly, and there were no signs of ill-effects among the ship's company.

The cruise was undertaken to test the long-distance operational qualities of Valiant, partly under tropical conditions.

After exercises with the Far East Fleet, Valiant is expected to make the return journey to the United Kingdom—this time without any stops at all.

NAVY HOSTEL APPEAL

A committee is being formed to work out the details of an appeal by the Church of Scotland for £250,000 to build a hostel for Navy personnel serving at the Faslane Submarine Base.

News of the appeal was given by the Moderator of the General Assembly of the Church of Scotland when he visited the present Services Canteen recently.

The proposed hostel, of four storeys, will provide 18 family units, enabling sailors to have their families near in case of emergencies, and there will be 50 single cabins for naval personnel on shore leave.

The Moderator said: "If a family crisis arises during a period when a Polaris man is at sea, his family could find themselves alone with nowhere to turn. The hostel will provide a centre where a wife and family could live during an emergency, and get help from the Church of Scotland staff."

a sixth nuclear submarine.

He also stated that it was expected later this year, to place an order for the first of a new class of nuclear submarines which would incorporate improvements over the Valiant class now entering the Service.

Rear-Admiral McGeoch's visit

Rear-Admiral I. L. M. McGeoch, the Flag Officer, Submarines, and NATO Commander, Submarine Force, Eastern Atlantic Area, visited NATO and National Submarine Operating Authorities in Norway, Denmark, and Western Germany, from March 28 to April 27.

Russia wants to buy U.S. sub.

Russia wants to buy an American submarine, the Star 3, which has been designed for underwater exploration.

SUBMARINERS' CORNER



The Star 3 has a displacement of 10 tons and a crew of two. It can dive to 2,000 feet, and is equipped with mechanical arms to pick up samples from the sea bed.

SUN WORSHIP

Sun-bathing on the for'ard casing when the submarine Artful called at Frigate Bay, St. Kitt's, in the Leeward Islands.

France launches nuclear submarine

France's first nuclear submarine, the Redoutable, was launched at Cherbourg on March 29 by General de Gaulle.

Similar in size to the Royal

Navy's Polaris submarines, the new submarine can carry 16 nuclear missiles, which will have a range of 1,900 miles.

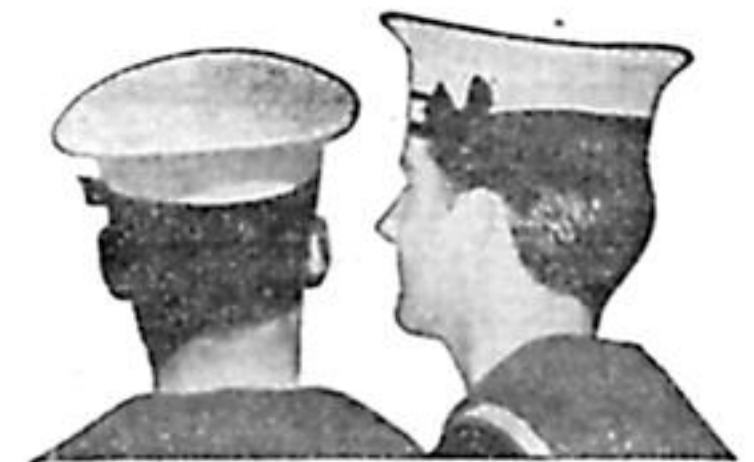
With a displacement of 9,000 tons (submerged), the Redoutable's length is nearly 420 ft., 34 ft. beam, and 60 ft. draught.

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Admirals 'shock'

Advertising a vacancy at £2,750 a year "with prospects," and requiring only administrative experience, the Institute of Quantity Surveyors is reported to have been "shocked" that applicants should have included admirals and other senior officers.

The President of the Institute apparently jumped to the immediate conclusion that there is a vast stream of talent going out of commission, and, like their ships, ending on the scrapheap. "What is needed," he solemnly announced, "is a rehabilitation medium of some kind." No doubt the President would be astonished to learn that the answer to his challenging, "just try to find an admiral a job" would be—go to the Ministry of Labour! In the naval ports, especially, such problems are neither rare nor insuperable.

At all levels in the Service, resettlement facilities are now very high-powered, great strides having been made in recent years. Numerous opportunities are available, requiring only that serious attention should be given to the subject in good time.

What the Quantity Surveyors did by their advertisement was merely to pin-point the biggest of the resettlement problems—that of personnel without civilian counterparts. Experience of leadership or organisation forms the biggest reservoir for the fewest openings, but with some training and help, the range of positions successfully filled makes astonishing reading.

Brain drain

Quantity Surveyors or anyone else with vacancies they believe can be filled by men from the Services have no need to advertise and spark off comment founded on ignorance. On application to the Officers' Association or the Professional and Executive Register of the Ministry of Labour, they can have a selected list of men likely to meet their requirements.

The "brain drain" from the Services stems from the peculiarities of Service organisation, and not from "failure." The heavy "situations vacant" advertising in Service publications is an indication that business and commerce are satisfied customers in recruiting from the talent available.



"Trials flight or not, you can still save the fast approach procedures till you get airborne"

WORK OF ADMIRALTY INTERVIEW BOARD

Stepping stone to a career

Apart from chaplains and officers of the Instructor, Medical and Dental branches, and W.R.N.S., all Royal Navy and Royal Marine officers start their careers with selection before the Admiralty Interview Board, housed inside the Navy's Marine Propulsion Establishment, H.M.S. Sultan, at Gosport.

The Flag Officer of the Board (currently Rear-Admiral P. W. B. Ashmore) and his small team of captains, commanders, civilian headmasters, a civilian psychologist, and a Naval Personnel Selection Officer, interview each year nearly 2,000 applicants ranging from school boys of 15 to mature university graduates, a few of them up to 36 years old. All Upper Yardmen from the General List or Supplementary List also appear before the A.I.B.

For entry as cadets

These numbers are whittled down to under 250 general list candidates who are considered of a high enough standard to warrant entry as cadets at the Britannia Royal Naval College, Dartmouth.

The number of successful Supplementary List aspirants

varies from year to year, but there are always far more applicants than vacancies.

What qualifications do these 15-36 year olds need to appear before the Board?

They vary for each type of entry, and consist basically of an age bracket, and certain academic qualifications.

The candidate has discovered these, either from his schoolmaster, from a local Naval Careers Officer, from his Divisional Officer, or by answering a press advertisement and writing direct to the Ministry of Defence (Navy).

On the evening of their arrival at H.M.S. Sultan, candidates are given a selection of psychologist tests designed to gauge their various capabilities and aptitudes.

These occupy two hours of non-stop concentration. It is high-speed work, against the time limit allowed for each different paper.

Next day, candidates find that the procedure before the Admiralty Interview Board is far from a straightforward interview.

Rising and shining on what is usually his first morning in a naval establishment, the candidate must first perform a series of practical tests in the gymnasium.

To test the reactions

The tests (one of them is illustrated here) are designed to show a candidate's reactions to practical problems and the exercise of elementary command. They also enable the candidates to warm up (and wake-up) and to get to know each other at the start of the day's procedure.

Following the gym tests they are given a set problem for half-an-hour's private study.

The problem takes the form of



Practical tests in the gymnasium are designed to show a candidate's reactions to practical problems

an imaginary setting, for example an expedition party on Dartmoor, where a member of the party breaks a leg, and at about the same time the leader learns on his transistor of an escaped convict being in the locality.

A decision on one of several courses of action is required.

Candidates then get around a table and discuss among themselves the best means of meeting the emergency.

The Board members, as at the gym before, sit in the background assessing the various characteristics of the candidates. When this part of the procedure is finished, each candidate has about a half-hour's private interview with the assembled Board.

It is all very informal, and

designed to get the candidate relaxed and able to talk about himself. The psychologist or Naval Personnel Selection Officer conducts a separate interview of his own.

At the end of the day, the full Board, including psychologist (or Personnel Selection Officer) meet and discuss each candidate, with every Board Member giving his opinion and vote.

Justice and fair play

The many visitors—headmasters, careers masters, etc.—who have witnessed the workings of the Interview Board, have all testified to its elaborate regard for justice and fair play for all candidates.

There is certainly no prejudice about school, accent, or social status.

Character, intelligence and interest: what the candidate has

Famous British admiral honoured

Honouring the memory of Britain's greatest naval commander of the Second World War, the Duke of Edinburgh on April 2 unveiled a bust of Admiral of the Fleet Lord Cunningham of Hyndhope.

The sculpture is in Trafalgar Square, and the date was chosen as being the Sunday nearest to the anniversary of the Battle of Matapan—March 28, 1941.

Admiral Cunningham was Commander-in-Chief, Mediterranean, from June, 1939, to May, 1942.

During this period his determination and offensive spirit were typified in such actions as Calabria, Taranto and Matapan, and in the grim, long-drawn-out operations in the defence of Malta and in support of the land campaigns in Greece, Crete, Syria and Cyrenaica.

ALLIED C-IN-C.

In October, 1942, he returned to the Mediterranean as Allied Naval Commander-in-Chief under General Eisenhower, and, later, as British Commander-in-Chief, Mediterranean, in addition.

He was responsible for the naval side of the Allied campaigns in North Africa, Sicily and Italy.

By the end of September, 1943, he had the satisfaction of seeing the whole of North Africa cleared of the enemy and the normal sea routes through the Mediterranean once again open to traffic, and of receiving the surrender of the whole Italian fleet.

Admiral Cunningham became First Sea Lord in October, 1943, and during his term of office saw the Navy engaged in the Normandy landings and subsequent operations in Europe and the final victories in the Atlantic and the Far East.

FULL HONOURS

Admiral Cunningham died in June, 1963, at the age of 80. Lady Cunningham, his widow, attended the ceremony in Trafalgar Square, and the distinguished gathering included Admiral of the Fleet Sir Algernon Willis, who was Admiral Cunningham's Chief of Staff in the Mediterranean during the war.

The ceremony was performed with full naval honours. A parade comprised contingents from all the Armed Forces, and representatives from the Merchant Navy and youth organisations.

The sculpture is the work of Mr. Franta Belsky. It was commissioned by the Admiral Cunningham Memorial Committee, using funds contributed in response to the appeal launched on Trafalgar Day, October 21, 1965.

The response has been wide and generous, both within the United Kingdom and overseas. In addition to the bust in Trafalgar Square, memorial plaques are being placed in St. Paul's Cathedral near Nelson's tomb, in the Church of St. Giles' in Edinburgh, and in St. Paul's Anglican Cathedral, Malta.

achieved at school, in his holidays, or in later life: these are the qualities the Board are looking for.

Judging from the quality of young officers now joining the Fleet, the Admiralty Interview Board has been doing its job remarkably well.

But (and they will be the first to emphasise this fact) they have merely acted as a filter to the B.R.N.C. Dartmouth.

Praise for the excellent training given at Dartmouth and in the Training Squadron is nowhere higher than from the members of the Admiralty Interview Board, who are well qualified to compare their own raw material with the finished product which reaches the Fleet.

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FROM FAR EAST TO NATO SQUADRON

NAVY NEWS APRIL 1967

11



Able Seaman Bullimore, of H.M.S. Berwick, takes his tot with two of his NATO shipmates

Berwick's Lisbon fun

After ten busy months east of Suez, followed by a period in Portsmouth and around the British Isles, H.M.S. Berwick became the Royal Navy representative of the four ships that make up the NATO squadron for Matchmaker III, consisting of H.N.I.M.S. Limburg, U.S.S. Zellars, H.M.S. Berwick, and U.S.S. McCloy.

The inauguration of the squadron took place on Front Street, Hamilton, Bermuda, in mid-January, with all the ships' companies parading in front of the ships. The colourful ceremony was the largest of its kind in Bermuda for 10 years.

After a quick passage to San Juan, Puerto Rico, the squadron began a three weeks' work-up and then followed two good week-ends, in San Juan and St. Thomas in the Virgin Islands.

On February 21 the squadron steamed into Lisbon for a three-day stay, to take part in the inauguration of NATO's Iberian Command.

It was with reluctance that the squadron sailed on February 24 for a NATO exercise in the gales of the South-West Approaches. This was followed by a week-end in Plymouth, before sailing for a two-week maintenance period in the Norwegian Naval Dockyard of Haakonsværn, near Bergen.



FAIR GAME.—Commanding Officer of H.M.S. Zulu, Cdr. A. F. C. Wemyss, has his fortune told at the ship's fair during patrols off Beira

Rooms with a view for Osprey men

Rooms with panoramic views across Weymouth Bay to the Dorset Coast are a feature of the new accommodation for senior ratings at H.M.S. Osprey, the accommodation centre for the Work-up Base and R.N. Air Station, situated on the eastern side of the Isle of Portland.

Full advantage has been taken of the cliff-top site, 120 feet above sea-level, in laying out the accommodation, which comprises a two-storey mess and recreation block and a five-storey sleeping quarters building.

Built by the Ministry of Public Building and Works, the buildings are the first stage of a £1,500,000 development at the base, involving the creation of new accommodation for junior

ratings as well as a W.R.N.S. block.

The two senior ratings' blocks, providing accommodation for 75 petty officers and

105 chief petty officers, were officially opened on March 10 by Sir Peter Hill-Norton, Second Sea Lord and Chief of Naval Personnel.



The Second Sea Lord and some of the members of the Petty Officers' Mess

ON EXERCISE STARDUST

Salisbury Plain became an island last month for the purpose of Exercise Stardust, a tri-service exercise involving extensive use of helicopters.

The "island's" government called upon a British force to deal with insurgent forces, and to restore law and order.

Wessex helicopters from H.M.S. Albion, together with helicopters from both the Royal Air Force and the Army, worked in close co-operation with ground troops.



Russian ship to visit Portsmouth

The Soviet anti-submarine destroyer Obraztsov, flying the flag of the Commander-in-Chief of the Baltic Fleet (Vice-Admiral Vladimir Vasilievich Mikhilin) will make an informal visit to Portsmouth from June 6 to 11—the first time for 11 years that a Russian warship has called at a United Kingdom port.

The visit returns the one made by the Commander-in-Chief Home Fleet (Admiral Sir John Frewen) in H.M.S. Devonshire, to Leningrad last September.

The previous Russian visit was in 1956—by the cruiser

Ordzhonikidze and the destroyers Sovetskenny and Smotryasky. They had brought Mr. Khrushchev and Marshal Bulganin to Britain.

While they were at Portsmouth, the frogman Cdr. Crabb disappeared, and his headless body was later recovered from Chichester Harbour.

Capt. R. L. Eveleigh marked his last day in command of H.M.S. Leander by presenting a cheque for £250, raised by the ship, to officials of the Guide Dogs for the Blind Society.

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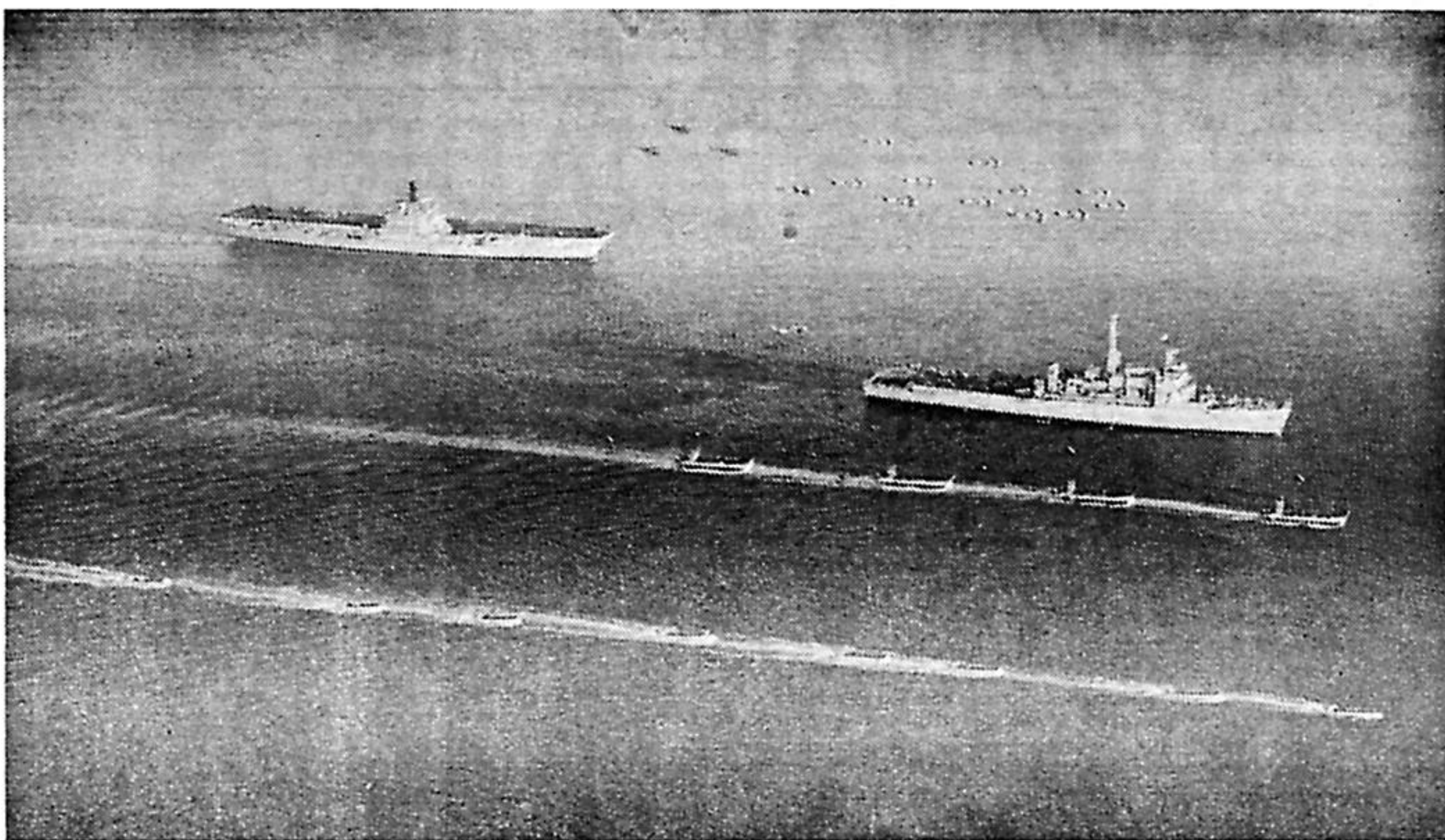
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Amphibious group shows its teeth

For the first time, Britain's amphibious group is seen in full cry—photographed from a helicopter of H.M.S. Bulwark near Singapore. The group consists of Bulwark (commando ship), and H.M.S. Fearless (assault ship); 3 Commando Brigade Royal Marines; 40 Commando Royal Marines; 42 Commando Royal Marines; 95 Commando, Light Regiment, Royal Artillery; and 845 Naval Air Commando Squadron; and a flight of Whirlwind helicopters of the Royal Air Force. In the picture, Bulwark is on the left, with overflying, the three Whirlwinds and three flights of Navy Wessex V helicopters (seen above Fearless). The two lines of minor landing craft in the foreground are from both ships.



H.M.S. Leander has raised £250 for the Guide Dogs for the Blind Association—£120 of it in four hours through an "old village fair" organised on board by Lieut. Johnson, R.N.R.

The Commanding officer, Capt. R. L. Eveleigh, handed over the cheque to Mr. Day, a representative of the association, who in turn presented a replica of a guide dog to CPO M(E) P. Mervyn.

WHAT THE SHIPS ARE DOING

H.M. ships Ashton, Leverton, Crofton and Shavington, of the Seventh Mine Countermeasures Squadron, paid a farewell visit to Beirut from February 27 to March 3.

They were joined in Beirut by H.M. ships Penston, Lanton and Duffon, coastal minesweepers returning from the Far East.

In the Mediterranean until

the end of March were H.M. ships Tenby, Torquay and Eastbourne, of the Dartmouth Training Squadron. They visited Istanbul.

The coastal minesweeper H.M.S. Appleton recommissioned at Gibraltar on February 9, after a refit, for service in the Middle East.

The coastal minesweeper of Solent Division, R.N.R., H.M.S. Warsash, recommissioned on March 17.

Survey ship H.M.S. Dampier is to visit Djakarta between April 10 and 12—the first British naval vessel to call at an Indonesian port for five years.

One of 14 minesweepers placed on the disposals list this year, H.M.S. Kildarton arrived at Portsmouth on March 22 from the Middle East.

Guests at the recommissioning of H.M.S. Barrosa at Devonport on February 3 included a former commanding officer, Rear-Admiral T. W.

APPOINTMENTS

Promotions and appointments recently announced by the Admiralty Board include the following:

Vice-Admiral Sir John Bush, Commander-in-Chief, Home Fleet, Allied C-in-C, Channel, and C-in-C, Allied Forces, East Atlantic, in succession to Admiral Sir John Frewen, October, 1967. Granted acting rank of Admiral while holding appointment.

Lieut.-General Sir Norman Tailyour, Commandant General of the Royal Marines, Promoted to General, February 22.

Rear-Admiral W. A. Haynes, Director General, Dockyards and Maintenance, August.

Cdr. F. D. Holford, Rear-Admiral, July 7. Takes up appointment of Director-General, Naval Manpower, May, in acting rank of Rear-Admiral.

Capt. J. C. Y. Roxburgh, Promoted to Rear-Admiral July 7, and to be Flag Officer Sea Training.

Cdr. M. D. Kyrie-Pope, Promoted to Rear-Admiral, July 7. Appointed Chief of Staff to Commander-in-Chief, Far East, June, in acting rank of Rear-Admiral.

Capt. P. H. C. Illingworth, Promoted to Rear-Admiral, July 7. Appointed Rear-Admiral, Engineering, on staff of Flag Officer, Naval Air Command.

Rear-Admiral C. D. Madden, Placed on Retired List, March 15.

Capt. E. G. N. Mansfield, Terror as Cdr. Amphibious Forces. To serve in rank of Commodore.

Capt. M. W. B. Kerr, Fearless in command, May 29.

Capt. A. D. Cassidi, Undaunted in command and as Capt. (D) Portland Squadron, June 28.

Capt. L. R. B. Davies, Forth in command and as Capt. (SM) 7th Submarine Squadron, September 21.

Cdr. P. W. Greening, Jaguar, and in command on commissioning for trials and service, July 31.

Cdr. J. R. Symonds-Taylor, Decoy in command, August 1.

Cdr. J. R. Wadman, Dolphin additional for Repulse in command August 15, and Repulse, Port crew in command on commissioning.

Lieut.-Cdr. A. E. Smith, Highburton in command and as Senior Officer, 3rd M.C.M. Squadron, May 23.

Lieut.-Cdr. M. J. A. Hornblower, Fulmar June 12 and for 803 Squadron in command, d.t.b.r.

Lieut.-Cdr. M. F. Kennett, Heron for 890 Squadron in command, d.t.b.r.

Lieut.-Cdr. A. F. Hosie, Sealion in command, May 3.

Lieut.-Cdr. D. Brown, Whitby in command, August 30.

Lieut.-Cdr. J. Manley, Wasperton April 10, and in command, d.t.b.r.

GRAFTON HAS NAMESAKE

"It all began when I saw a rating wearing a Grafton cap tally crossing London Bridge," said Lord Geddes, chairman of Trident Tankers, when he visited H.M.S. Grafton to cement the liaison which has started between the frigate and a 72,000-ton oil/ore/cargo carrier to be named Grafton, being built in a Japanese shipyard.

Lord Geddes, together with Capt. A. J. Christie, the commander (designate) of the M.V. Grafton, Mr. A. B. of Trident Tankers, and Mr. Marshall (managing director J. Downing, a director of the line whose wife is to christen the ship, welcomed the ties between the two ships.

A crest and a photograph of H.M.S. Grafton were presented to Capt. Christie.

VISITORS TO SULTAN

Fourteen out of 45 men who had entered the Royal Navy as boy artificers in January, 1917, visited H.M.S. Sultan, the Navy's Marine Engineering School at Gosport, on March 31.

H.M.S. Galatea left Portsmouth for the Far East on March 20.

GIBRALTAR FIRST DAY ISSUE SHIPS STAMPS

A series of stamps depicting ships that have played a part in the history of Gibraltar will be issued on 3rd April, 1967. The 1d. stamp features a picture of H.M.S. VICTORY.

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A postcard showing H.M.S. VICTORY in full colour with the 1d. Gibraltar, Victory stamp on, franked as a first-day cover, stamped with the Ship's franking and signed by the Commanding Officer, H.M.S. Victory (Ship) may be obtained direct from the ship.

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UPSET THE DRAGON

St. George and the Dragon appear to have been having trouble with Wales and Scotland in Portsmouth.

When H.M.S. Fife challenged H.M.S. Glamorgan to an Olympiad, it was decided by Fife to present a shield bearing the two ship's crests to the winning ship, but whichever way the crests were placed, either Fife's knight on horseback was chasing Glamorgan's welsh dragon or vice versa.

Compromise was reached by reversing the dragon to face the other way. He was so upset by this that Glamorgan were beaten in the Olympiad, and Fife will retain the shield for the first year.

Best, who is retiring from the Navy.

With the withdrawal from service of coastal minesweeper H.M.S. Caution, the village of the same name (near Newark, Notts) is to have the ship's bell.

Boys from clubs and schools have been entertained aboard H.M.S. Glamorgan at weekends as part of the ship's own "Meet the Navy" campaign.

The captain of a Norwegian tanker has protested because his ship was stopped and boarded by H.M.S. Lynx during patrolling off Beira.

The Porpoise class submarine H.M.S. Walrus visits Belfast from April 7 to 12.

H.M.S. Kent, commanded by Capt. B. D. O. MacIntyre, who was, until recently, Director of Public Relations (Navy) at the Ministry of Defence, is now serving in the Far East. A recent visitor to the ship at Singapore was the new Commander-in-Chief, Far East, General Sir Michael Carver.

Three ships returned to Portsmouth on March 23. They were H.M.S. Zulu from the Middle East, and H.M. Ships Torquay and Tenby from the Mediterranean.

4,500 entered Navy sports

When ships of the Far East Fleet returned to Singapore Naval Base last month after exercising at sea, their ship's companies took part in the biggest sports programme ever organised by the Royal Navy.

About 4,500 competitors from ships ranging in size from aircraft carriers to minesweepers entered the 14 sport competitions.

The mammoth programme called for many weeks of hard work by the Fleet Recreation Officer, Lieut.-Cdr. Venables, the Port Recreation Officer, Sub-Lieut. Elliot, and the physical training staff.



Third Officer Jay Taylor

Sweet approach to a landing

It was a bit of a shock, of course, to hear, in such dulcet tones, the directions, "Roger—Make your heading 1500. Set Q.F.E. Let down the 1,500 feet," but Lieut. Flyboy, in his Buccaneer, quickly realised he was being talked down by the Navy's first woman air traffic control officer, 3/O Felicity Jane ("Jay") Taylor, W.R.N.S., of West Hoe, Plymouth, now serving at the R.N. Air Station, Lossiemouth.

Third Officer Taylor joined the W.R.N.S. as a radar plotter in 1961, served in Malta, and was commissioned after three-and-a-half years' service.

Full set The 'News' Diary shook pongos

A leading air mechanic with the Royal Navy, Harry Marner, caused many a head to turn at the 4 Division ski championships at Lermoos, Austria.

Among all the clean-shaven soldiery he changed many a senior Army officer's colour until the circumstances were explained.

He was representing 1 Wing, Army Air Corps, from BAOR, in the cross-country events, being on a two-year attachment with the unit to assist the Army maintain their helicopters due to shortage of manpower. And he should be useful—knowing his way around about eight types of helicopter and light aircraft.

Harry's stepfather and mother, Mr. and Mrs. T. Kershaw, live at Luton, and he joined the Navy in 1959. At 24 he has seen service at H.M.S. Condor, R.N.A.S. Arbroath and Culdrose, and aboard Ark Royal.

He completes his two years with the Army this year. "I have enjoyed every minute of it," he says.

Suck suck in a good blow-out

Sucking up the local customs—a meal of spaghetti with wine—are (pictured below) Medical Technician 1st Class Colin Singleton (left), of Plympton, Chief Medical Assistant



Reginald Joce (centre), of Plymouth, and Chief Airman Vincent Graves, of Hull, whose ship, H.M.S. Hermes, was on a visit to Naples.

Aboard the carrier at the time was the Commander-in-Chief, Mediterranean, Admiral Sir John Hamilton, who was taking his leave at the N.A.T.O. headquarters there.

The Commander-in-Chief, accompanied by Lady Hamilton, also flew to Rome, where he had an audience with the President of the Italian Republic, called on Service chiefs, and had a

private audience with the Pope. H.M.S. Hermes is staying in the Mediterranean for a few months, and will be returning to Malta later in her stay.

R.M. generals in job swop

Swapping jobs are Major-General N. H. D. McGill, Commander, Portsmouth Group, Royal Marines, and Major-General P. Hellings, Chief-of-Staff to the Commandant-General, Royal Marines, in Whitehall. For General McGill it will be his second spell at Whitehall in the same post.

The link between the two officers, besides the Royal Marines and Eastney, is 15-inch gunnery. General McGill was gunnery officer of the 15-inch monitor Erebus during the Second World War.

General Hellings was one of the outstanding Royal Marine officers of that war, winning the D.S.C. and M.C.

Commander denies 'Tiger' link-up

Instead of going straight to Singapore to join the Far East Fleet, H.M.S. Sirius is doing a spell on the Beira patrol.

The commanding officer, Cdr. D. R. Ruffell, denies newspaper reports which cast Sirius in the role of escort to the cruiser

REQUESTS FOR H.M.S. NUBIAN

One of the greatest joys in a ship on a foreign station is to hear the pipe "Mail ready for distribution," and when ships are on boring patrols, such as are now required off Beira, the "postman's

knock" is an especially welcome sound.

H.M.S. Nubian is currently involved in the tedious business of patrol duty, and has started to operate a "Record Request from Home" broadcast within the ship.

Friends and relations of the ship's company who would like to have a message passed to a husband, son, or boy friend over the ship's internal broadcast system, together with a record of their choice, should get in touch (by letter) with the Entertainments Officer, H.M.S. Nubian, B.F.P.O. (Ships).

ship expects to move to the Far East in a few months time, and some of the ship's company are hoping to have their wives in Singapore while Sirius is having an assisted maintenance period.

Returning as C.O. to Collingwood

Returning to H.M.S. Collingwood after 16 years, but this time in command of the Naval Electrical School, at Farnham, is Capt. Philip Alexander Watson, who relieves Capt. J. R. Marigold on May 10.

A native of Belfast, Capt. Watson entered the Navy as a Temporary Sub-Lieutenant, R.N.V.R., in 1940, transferring to the Royal Navy as a Lieutenant (L) in 1946.

After service in H.M.S. Nelson and, following the long topped course, in H.M. ships Berwick and Solebay, Capt. Watson served at the Admiralty and afterwards in H.M.S. Collingwood, from 1949 to 1951.

His subsequent appointments include H.M. Dockyard, Malta, H.M.S. Decoy, H.M. Yacht Britannia (in which ship he was made an MVO), H.M. Dockyard, Chatham, and H.M.S. Lion. His last appointment was with the Ship Department, Ministry of Defence, Bath.

Married, with three children, Capt. Watson has lived at Passfield, near Liphook, for the past 10 years.



Capt. P. A. Watson

Tiger during the Smith-Wilson talks.

"We had nothing to do with the affair," he says.

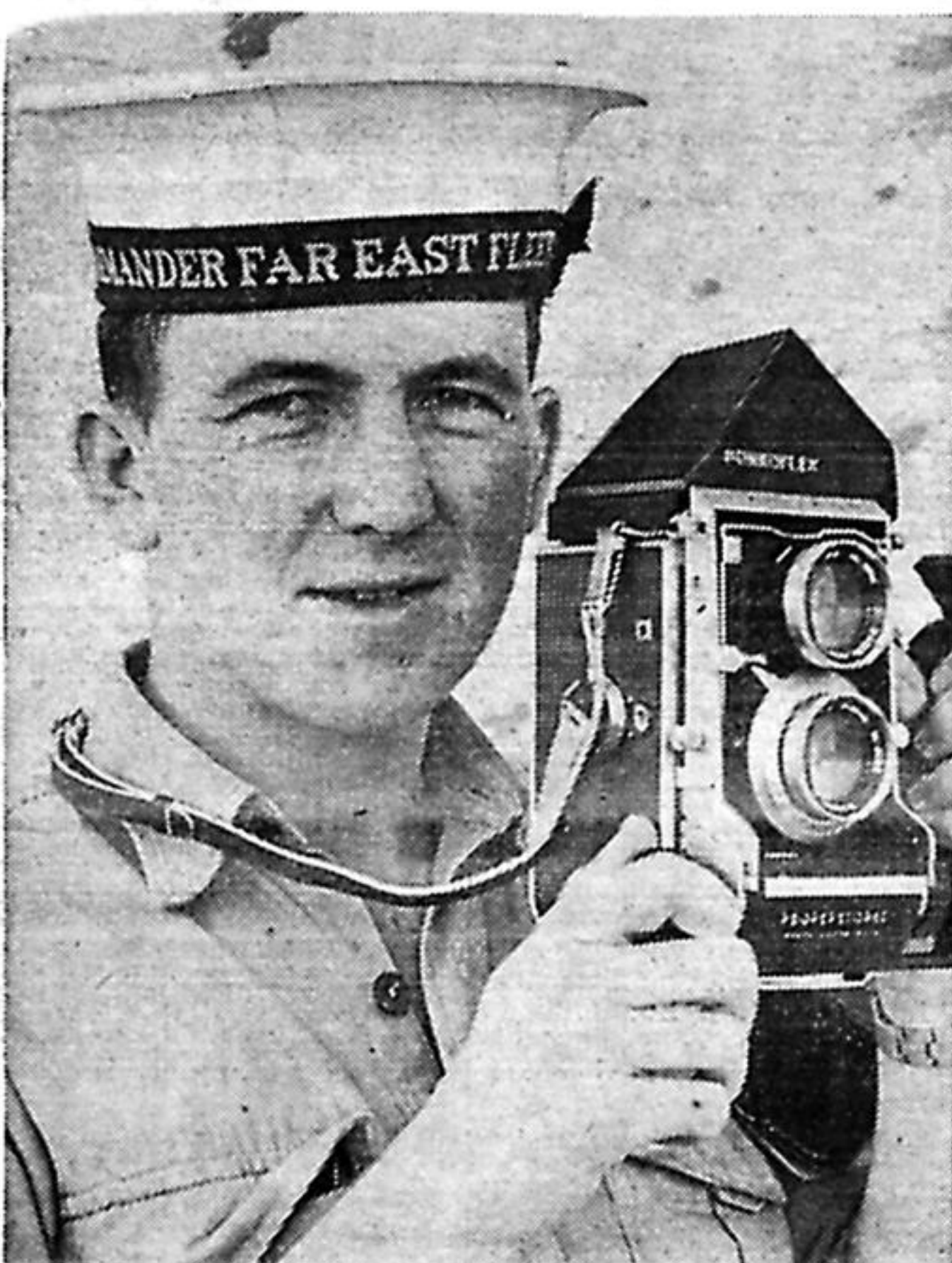
Cdr. Ruffell adds that the



CAMERA TURNED ROUND

Pictured here is Naval Airman Tony Lock, aged 19, of Boston (Lines.), who is serving in Singapore with the Royal Navy's Far East Fleet as a member of the Photographic Department in Singapore Naval Base. Tony is called upon for almost any photographic task, from recording aircraft landing on carriers to visiting V.I.P.s for publicity purposes, using both cine and still equipment.

While in the Far East he has spent a short time with the American Navy, and visited Subic Bay in the Philippines, and Hong Kong.



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SPRING FLOWERS from mid-December until mid-April.

CAROL and GARNETTE (miniature roses) from May until October.

During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted.

The number of blooms sent varies according to current wholesale prices—more blooms are sent for the same price during July and August, and a lesser number during December—owing to seasonal capacity.

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Please write clearly in block letters and remember to enclose the personal message which is to go with your box of flowers.

NAVY NEWS

April, 1967

Former enemies get together

An example of international good will was demonstrated last month, when a party of 22 shipmates of the West Ham and Camberwell branches visited Hamburg, as guests of the West German Naval Veterans' Association (the Marinekameradschaft) and the Graf Spee group of that organisation.

The Germans had arranged a wonderful programme. On the Saturday evening, March 11, the visitors were invited to an Annual Naval Festival, and on the Sunday morning, the Graf Spee group took the party on a tour of the new power station at Wedel — the largest in Europe, entertaining them afterwards at an inn on the banks of the Elbe.

Shipmates Bob Clements and E. Smith of the West Ham branch, who were in Ajax at the battle of the River Plate, were in the party, and a former seaman from the Graf Spee, now a schoolmaster, delivered a speech of welcome, and presented the visitors with a plaque of the pocket battleship's crest.

IN THEIR HOMES

On the Sunday evening the shipmates were entertained in the homes of people they had met the previous evening.

Three survivors of H.M.S. Legion—Ted Latimer of Camberwell branch and E. Smith and "Tanky" Nicholls, of West Ham, met some survivors of the Bismarck, against whom they had once seen action, and were



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entertained in the home of Bismarck's former engineer commander, being presented with a drinking glass each, which depicted the ship's crest, the date of her sinking, etc.

The Germans were presented with a framed photograph of H.M.S. Legion.

On the morning of their departure the visitors were taken on a two-hour boat tour of the harbour before boarding their coach for Bremerhaven.

The visit was arranged in liaison with Capt. E. M. Brown, the naval attaché in Bonn, and Herr Willy Roger, a veteran of Jutland.

If any ex-Dorsetshire or Maori (1941) ratings care to write to West Ham's social secretary, E. Smith, 7 Cavenham Gardens, Ilford, he has some information of interest to them.

Wear's "fashion models"

Where the Royal Naval Association is concerned, charity does

not begin at home. Think of a well-worth cause and the shipmates readily contribute.

On February 28 the Wear branch held a social to help the Sir Alex Madden Fund, to provide guide dogs for the blind and £25 was raised. In addition a barrel is placed inside the main entrance to the branch's premises in Roker Avenue, Sunderland, and a guessing competition will be held to guess the amount in it. This will further swell the fund.

The W.R.N.S. section of the Wear branch joined up with the W.R.N.S. section of the Hartlepool branch on St. Valentine's Day for a dance, and a total of 110 ex-Wrens and their guests so enjoyed the evening, that further functions are to be arranged.

Possibly the youngest "fashion models" in the world demonstrated Christening gowns at a juvenile mannequin show at the Wear headquarters on February 21.

Mrs. Audrey Lawson, chairman of the Wear branch of the W.R.N.S. Association, appealed for twins to take part in a "mannequin parade," and eight

MOUNTBATTEN PHOTO PRESENTATION



The Battersea branch recently obtained a signed photograph of Admiral of the Fleet Earl Mountbatten. The presentation was made by one of the branch's life presidents, Lieut.-Cdr. C. H. Tyers, R.N. (ret'd.), (right) to the chairman, Shipmate S. Harding (left). In the centre is the branch secretary, Shipmate J. W. White. (Photo: South London Photo Services Ltd.)

FROM THE POSTBAG

Plain speaking at conference

Shipmate Fletcher, of Bletchley, is, of course, entitled to his views on the conduct of some of the delegates to the meeting at London when increased subscriptions were discussed ("Navy News," February).

The rudeness to our excellent president was unpardonable, but the time for niceties had long since been passed, and some plain speaking was required.

New membership is obtained the hard way, particularly in small branches, and funds are raised in sixpences and shillings. All the elaborate explanations by an accountant will not justify the fact that the R.N.A. Headquarters propose spending £7,000 during the next four years on publicity and public relations, etc., and for this expenditure do not expect any increase in mem-

bership. I will leave it to the judgment of your readers to decide what any efficient business house would do about this level of enterprise.

If a large branch disbands through lack of membership due to this proposed increase, headquarters would be pleased to accept its assets. Would headquarters accept the liabilities of the disbanded branch with the same alacrity? I doubt it.

The rank and file of branches are prepared to work hard to keep the Royal Naval Association alive and flourishing, and it would be encouraging to know that headquarters was making an equal effort.

F. Roscoe.
(Secretary).

Bury Branch, R.N.A.

SAILORS UNDERSTAND

Reading in the recent issue of "Navy News" of the anxiety the president and the committee of the Royal Naval Association are having in making ends meet, is really something that you have to be a sailor to understand.

The sailor's heart is as big as the ocean, and ask him to put his hand into his pocket for anything but his own, and he will hand out as freely as possible until his pocket is empty.

Approach him on behalf of those organisations which belong to him—well, we all know the answer.

"What is so-and-so getting out of it, etc.?"

I can recall my happy days while serving on the lower deck pre-1914-18 days and so, no doubt, I was one of the moaners.

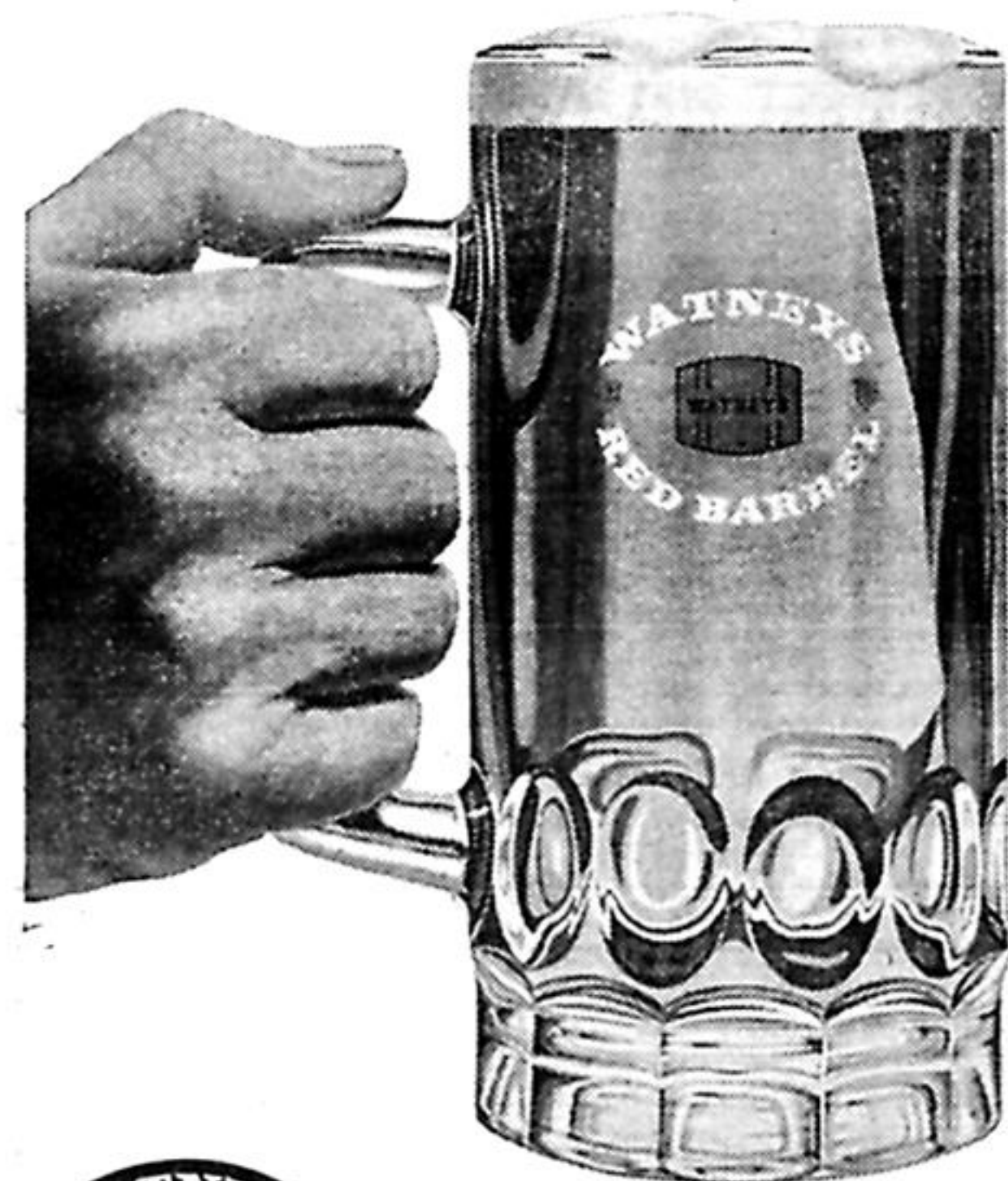
After such a long time in Civvy Street, and the founder member of what was the second largest branch in the country, my appeal is to all those still honoured to serve and to be on the active list, to back the Royal Naval Association.

W. R. Burt.
(Cdr.)

Bridlington, Yorks.

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WATNEYS RED BARREL



Ashford's seams were bursting

The Willesborough Royal Naval Club at Ashford, Kent, headquarters of the Ashford branch, seemed to be bursting at its seams on February 25 when the branch celebrated its 19th birthday.

Over 130 were present, including shipmates from Temple Farm (Strood), Ramsgate, Folkestone, Sittingbourne, and Sevenoaks.

The guests were welcomed by the two vice-presidents, Shipmates Cdr. Robertson-Aikman and "Don" Murray.

During the evening, Shipmate "Jumper" Collins, from Gillingham, who has recently joined the Ashford club, presented to the branch a Brazilian Naval plaque, and one from H.M.S. Jaguar.

The "Messdeck Dodger" says: "We all think it is a splendid thing when branches can get together to meet up with old ships, and to make the associa-

tion something to be proud to belong to."

Shipmate "Jumper" Collins (right) presenting one of the plaques to Cdr. Robertson-Aikman. In the centre is "Don" Murray.

tion something to be proud to belong to."



Another loss for Portland

The Portland branch has suffered another loss. It was only last August that Shipmate Coleman, who had been secretary for a number of years, died suddenly, and now the branch has lost its chairman, Shipmate R. H. Martin.

Shipmate Martin who, as a boy, walked from Portland to Dorchester to join the Navy on April 22, 1918, served 12 years on his original engagement, and then became employed at the R.N. Hospital, Portland.

Recalled in 1939, he served throughout the war until demobilised in 1945, when he started work at the Portland Naval Base.

Shipmate Martin took a great interest in many local Service organisations, becoming a most loyal officer of the Portland branch of the Association.

The branch was well represented at his funeral, and among the large numbers at the service were Rear-Admiral Morse, Capt. Chibnall, and Lieut.-Colonel King (president of the local branch of the British Legion).

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"NAVY NEWS", 13 Edinburgh Road, Portsmouth

SERVED THE NAVY OVER 50 YEARS

For over 50 years, Mr. Archie Blake—"Joe" to all the thousands who know this rotund, smiling man—has served the Royal Navy.

Joining the Service as a Boy Servant in 1916, Joe saw active service in two World Wars, and has just retired, finally, after 21 years in the wardroom mess, Royal Naval Barracks, Portsmouth.

Now aged 68, Mr. Blake, a married man with four sons and a daughter, lives at Milton, Portsmouth. He says that apart from a little "pottering around his house and garden," he's going to do "nowt" in his retirement.

"Joe" first went to pension on March 1, 1939, and after a week-end's leave, started work in the wardroom. Although that job didn't



Mr. Archie ("Joe") Blake

last long, for he was recalled to the Navy in June, 1939, serving again until December 2, 1946, he returned to the mess, in the very same job, to serve until March this year.

During his seagoing service Mr. Blake served in

sloops, destroyers, cruisers and carriers, his happiest commission being in 1926-7-8, when he was on the staff of the Commander-in-Chief, West Indies, Admiral "Tich" Cowan, in H.M. ships Calcutta and Despatch.

When he was recalled in 1939 Joe was drafted to the destroyer Keppel, in which he served for over three and a half years, taking part in three Arctic convoys, and being present at the bombardment of Oran.

On March 23, in the presence of many officers, Mr. Blake was presented with a cheque and an inscribed crest of the barracks, "as a token of thanks for the years of hard work given to the mess," by Cdr. E. H. Lee, Commodore of the Royal Naval Barracks.

THESE MONTHS OF WAR MEMORIES

Twenty-five years ago the Royal Navy was in the thick of things, and losses of fine ships and men were daily news.

On Easter Sunday, April 5, 1942, two of our smartest cruisers, H.M.S. Dorsetshire and H.M.S. Cornwall, were sunk by Japanese dive-bombers when on their way to the Maldive Islands from Colombo.

Mr. C. Wright of Stonehouse (Glos.) who, with other survivors from the Prince of Wales and Repulse, sunk off Singapore on December 10, 1941, sends greetings to other survivors.

AFRIDI

D. C. W. Hutchins wishes to contact survivors from H.M.S. Afridi, bombed and sunk off Norway on May 3, 1940. Mr. Hutchins, who lives at "Afridi," 7 Gladstone Street, Anlady Road, Hull, would be pleased to hear from any old shipmates.

George A. Osborough, who served as a ship's writer on the corvette Rushen Castle during the Second World War, is anxious to contact any former shipmates.

Mr. Osborough, who lives at 76 Alliance Road, Ballysillan, Belfast, 14, has been able to contact Lieut. McMullan, the signals officer, and has learned that the commanding officer Lieut.-Cdr. Warwick, is now in America.

PUNJABI

Mr. David Braybrook, a survivor from H.M.S. Punjabi, sunk in 1942, asks if there is to be some sort of commemorative ceremony or reunion on May 1, the 25th anniversary.

Mr. Braybrook, who lives at 30 Trinity Grove, Bengoe, Hertford, would be pleased to hear from any survivor.

Mr. W. Dale, Cdr. Batty, and Mr. A. Start—survivors from H.M.S. Edinburgh, sunk on May 20, 1942, while on Arctic convoy duty—have arranged a memorial dinner in Plymouth on

GRIMSBY TARPAULIN MUSTER FOR CADETS

Two couples at the annual dinner dance of the Grimsby and South Humberside branch had pleasant surprises during the evening. Each couple received a wedding gift of a silver salver from the members.

Shipmate G. M. Wilkinson, vice-president, presented the salvers, one went to Shipmate Toby Mascall and his wife, who were married on February 25. Toby is the chairman of the branch.

The second salver was presented to the vice-chairman, Shipmate Stanley Watson, and to a former Wren, Miss Valerie Carrick. They were married three weeks later.

Shipmate R. E. Broomhead, the secretary, announced that a silver bosun's pipe, donated by Shipmate Ron Parrott, was to be presented to the Grimsby Sea Cadets.

An old Naval expression—seldom heard these days—was used after the dinner. A collection was to be made for the Sea Cadet funds, and Shipmate Broomhead piped that a "tarpaulin muster" would be held. This is the landlubbers' equivalent to a "whip round," and the guests were invited to throw their donations into the tarpaulin, carried round by six Sea Cadets.

YEOVILTON GUESTS

Members of the Fleet Air Arm Officers' Association were guests of the R.N. Air Station, Yeovilton, on February 17, and visited the resident squadrons—766, responsible for the training of naval fighter pilots and observers, and 899, a front-line squadron recently disembarked from H.M.S. Eagle.

In his report the Area Secretary (Shipmate Arthur Legg), of Battle branch, said that the strength of the area was 1,378 members and, in addition, there were 400 life members.

All officers were re-elected for the ensuing year.

The meeting ended after a lengthy discussion on the events at the recent Extraordinary General Meeting.

Chairman elected for 27th time

Shipmate George Hill was re-elected as chairman of the Ilford branch for the 27th year, at the branch's annual meeting. Is this a record?

There was a good attendance at the meeting, and the members heard that there had been a slight increase in membership. Branch funds were healthy and social functions had been well supported.

When the annual "Scran bag" was opened, Shipmate George Boldustun was in great form. Members and visitors, who included Shipmate George Baxter and friends from the West Ham branch, spent generously.

Cwmbran shipmate rejoins

Twelve ex-matelots paid a visit to their old depot, Portsmouth, last month, as guests of the Chief Petty Officers' mess. They came from the new town of Cwmbran, in Monmouthshire, and included the Cwmbran branch chairman and two First World War veterans, Fred Jinks and Walter Powell.

The party visited the dockyard, H.M.S. Victory, and spent a pleasant evening at the headquarters of the Portsmouth branch of the association.

One member was so impressed with present-day conditions that he has rejoined the Service, but one of the party, an ex-member of the regulating branch was heard to remark as he saw ratings walking across the (to him) sacred parade ground, "The Service has gone all to hell."

Torbay wants to be 'with it'

"We must have new members so that we can be 'with it' as they say," said Capt. Nelson Clover, president of the Torbay branch, at the annual dinner. "I am in my 80th year, and most of my compatriots are in their sixties, so you can see what I mean when I say we need new members," he added.

He praised the work of his officers—"I am indeed proud of such stalwarts."

The guest of honour, Capt. I. W. Jamieson, of Britannia Royal Naval College, Dartmouth, spoke of the continued interest in the Navy and of the Navy's work in the last 12 years in the trouble spots of the world.

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HELPING HANDS.—Entertaining Italian orphans at a party aboard H.M.S. Hermes at Naples are ME Robert Johnson (left) of Cheshire, and ME Edward Deeprose, of Portsmouth

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IN MEMORIAM

Reginald C. Russell, L./Cpl. January 21. RMB/X2485. R.M. Depot, Deal.
Roy Wade, Mus'n. RMB/3160. R.M. Depot, Deal. January 21.
Eric Carter, A/LM(E) P/061693. H.M.S. Sultan. January 22.
Lieut. John E. Betterton, H.M.S. Hermes. January 23.
Lieut. James R. Smith, H.M.S. Hermes. January 23.
John Freemantle, Cpl. RM/21042. 3rd Cdo Bde. January 25.
James Dixon, L. Std.D/LX559918. H.M.S. Goldcrest. January 25.
Peter J. Boulden, Ord. Sea. P/091769. H.M.S. Vernon. January 28.
Lieut.-Cdr. John A. S. Crawford, H.M.S. Heron. January 29.
Roger J. Yallop, Jnr Sea. P/094162. H.M.S. Ajax. January 29.
Lieut. Richard A. Brown, H.M.S. Victorious. Missing, presumed killed. January 30.
Malcolm S. Francis, L. Sea. D/I 934241. H.M.S. Leopard. January 30.

John E. Martin, Ck (S) P/060283. H.M.S. Fearless. February 2.
Lieut. Peter B. Brodie, H.M.S. Hermes. February 3.
Stephen R. Lymer, EM 2. P/088707. H.M.S. Ajax. February 4.
Lieut.-Cdr. Carl H. Whitwam, H.M.S. Mercury. February 8.
Walter T. G. Alford, PO D/I 932412. H.M.S. Fisgard. February 18.
Peter R. Montague, Mus'n. RMB/3973. R.M. Depot, Deal. February 18.
Francis J. Cullis, A/L. Wtr. D/076380. H.M.S. Seahawk. February 19.
Peter R. Rackley, E.M.1/c. L/084039. H.M.S. Fulmar. February 19.
Act/Sub-Lieut. Robin Atastair Bremner, H.M.S. Goldcrest. Missing. February 22.
Brian H. Johnson, Mus'n. RMB/3969. R.M. Bks, Eastney. February 24.
Capt. Peter Francis Gick, H.M.S. President. March 13.

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SOCCER 'TESTER' RESTORED THE NAVY'S CUP HOPES



The Rosyth Sports Trophy spring meeting, in which 42 teams took part, was won by H.M.S. Caledonia Apprentices. The Hon. Mrs. Hayes, wife of Vice-Admiral J. O. C. Hayes, is seen here with the captains of the winning teams

Ready for the R.A.F.

BY BENBOW

After the trouncing by Essex Football Association to the tune of 8-1, there was a certain amount of gloom in the Navy—players and selectors alike, despite the fact that everything "clicked" for Essex and the rub of the green was against the Navy.

There was only one game to play prior to the Inter-Service matches—against the Civil Service—and so little time.

The selectors had seen all that they could see, and there was no likelihood of any undiscovered talent coming to light. All that could be done was to arrange, re-arrange, train and persevere with those that had been tried and proved preferable.

It was up to them to consider themselves to be "just the boys" to beat the other Services, and to hold the Constantinople Cup for the second year in succession.

DIFFERENT NOW

Normally the Navy is only concerned in beating the Army, leaving the Royal Air Force as a unit they can always beat anyway.

But it might be a different kettle of fish this season. Beat the R.A.F. and the rest will be easy.

The last Navy game prior to the Inter-Service matches, against the Civil Service, was a real test. The Navy put up a great performance, losing 3-2, and then only in the last kick of the match.

The opposition included three current England internationals, and the remainder usually play for clubs in a superior level of football, a level in which few in the Navy team could figure.

STARS NOT PLAYING

Three of the Navy stars were not playing, and to hold the Civil Service to 3-2 showed, indeed, that the Navy players are not really so bad after all.

It is most rewarding and instructive to play such opposition as Essex, Cornwall, Devon, Sussex, the Civil Service and the Universities, and I feel that the Navy can rest assured that neither the Army nor the R.A.F. can field a stronger team than those opponents they have already met.

Let us wish the Royal Navy XI every success against the R.A.F. at Uxbridge on April 5, and against the Army at Portsmouth on April 19—and here's hoping that my next report will be of more cheerful design.

SPORT IN BRIEF

In a first-class match in which the defences of both sides were on top throughout, the Royal Air Force beat the Royal Navy Hockey XI at Eastney on March 29 by the only goal of the game. Having beaten the Army the previous week, also by the only goal, the Royal Air Force are the Services' hockey champions.

The Inter-Command Basketball championship trophy will be shared for the coming year by Plymouth Command and the Royal Marines, both teams obtaining four points in the games at Portsmouth on March 16 and 17.

PO R. E. Danny McFadden, of R.N. Air Station, Culdrose, retained the Royal Navy cross-country title at Portland on February 24.

He led over the whole seven-mile course, and won in 35 min. 46 sec. Second was L. S. R. Meadows, of H.M.S. Victory (39 min. 33 sec.) and third was Sub-Lieut. M. P. Sauvage, of H.M.S. Pembroke (40 min. 6 sec.).



Capt. L. N. Goddard, R.N., presenting the trophy to the individual winner, AAI Chambers, at the 1967 R.N. (Scotland) cross-country championships held at Rosyth

RUGBY NOTES

BY NIMROD

Handicapped at Twickenham

The Navy v. Army game was a great disappointment. After having played extremely well against a strong Harlequins team on the previous Saturday we were full of confidence at Twickenham.

But an unlucky injury to Tigger Goodwin's eye reduced the Navy to 14 men after ten minutes, which proved too great a handicap and, in spite of tremendous efforts by the team, they were beaten 6-3. With a bit more luck, the Navy might have drawn or even won the game in the last few minutes.

One of the most exciting developments this season is the production of the first ever Royal Navy Colts side. The idea of a Command colts tournament originated from Instr. Cdr. Alun Meredith, the Navy selector, who wanted to bring

on the young talent in the Navy.

The organisation has been done by Instr. Capt. Gerry Lorf, who managed to fix three Colts games associated with the Air Command Cornish tour.

The first R.N. Colts team took the field against Falmouth Colts on March 14 and celebrated the occasion by playing a most attractive game and beating Falmouth 23-6.

The Colts pack, in particular, played extremely well and it augurs well for the future of Navy Rugby to see so much potential talent available.

PORTSMOUTH WIN WAS AGAINST ODDS

"Don't count your chickens before they are hatched." The truth of this old proverb was apparent last month in the Navy Boxing championships.

The Royal Marines were firm favourites, but the favourites are not always the eventual winners. The final scores were: Portsmouth Command, 28 pts.; Royal Marines, 18; Plymouth Command, 12; Air Command, 5. During the semi-finals N.A. Peter Henderson, a firm favourite, sustained a broken nose, and the medical officer vetoed him fighting in the final.

An interesting point arose in the Navy's match against the Army in H.M.S. Drake on February 23, when the Navy team was beaten by 18 points to 15.

In the first round of the featherweight contest between L.M.E. M. Frampton of

BOXING NOTES BY PUNCHER

H.M.S. Defender and L./Cpl. J. Thompson, both fighters received cut eyes, and the referee stopped the bout, awarding it to Thompson.

Opinion was divided about the referee's decision. Several knowledgeable people said that the judges' slips should have been collected, and the bout awarded to the man who, at the moment of impact, was ahead. The Navy, naturally, thought Frampton was ahead.

In the Combined Services

Junior championships at Aldershot on March 11, the Royal Navy "A" class did very well, only losing to the Army by three points.

One "find" in this match was J. S. M. Cleaver. On his showing that evening he should, when he is old enough, represent the Navy as a Senior for a few years to come.



AB Harry King, the reigning Navy ski champion, who won the individual championship at the Navy's Inter-Command Ski championships in Glencoe in March. He was a member of the winning Portsmouth Command team

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Four games in progress at once, at H.M.S. Condor's new sports centre

Condor now has covered stadium

When Capt. M. W. Sylvester, R.N., commanding officer, of the R.N. Air Engineering School at Arbroath, H.M.S. Condor, opened the new sports centre in the establishment, he blew a whistle, and immediately 44 men were taking part in four games—a five-a-side mini soccer, a basketball match, and two of volley ball.

Later in the afternoon deck hockey replaced the volley ball, tennis, the mini soccer, while the basketball continued, and by the end of the two-hour session activities in progress were cricket and golf nets, the mini soccer again, and Wrens playing netball.

In all 178 people were able to enjoy one sport or another during the afternoon.

Thanks to a grant from the Nuffield Trust the flooring of the existing drill shed, actually a hangar, has been resurfaced, and extra lighting has been installed to ensure that the players will have ideal conditions whatever the weather is doing outside.

SPORTING ROUND-UP

Portsmouth Wrens netball champions

The Portsmouth team won the Royal Navy Women's Netball Inter-Command Championship at the R.N. Barracks, Portsmouth, on February 24.

The Plymouth and Royal Marines team was beaten 58-31, and Air Command was beaten 50-7.

Second place went to the Plymouth and Royal Marines team, which beat Air Command 30-26.

'Mike' Davis to leave Service

Inst.-Lieut. A. M. "Mike" Davis, the Royal Navy Rugby captain and vice-captain of the United Services (Portsmouth), is leaving the Navy in August. He is expected to join Hailey-

bury School as a master in September.

Davis, who was capped 12 times for England, was captain of the Navy side last season which won the Inter-Services Rugby championship.

Navy wives beat schoolgirls

For over five years the physical training staff of H.M.S. Terror, the Singapore Naval Base, have been assisting the Bukit Panjang Government High School in Singapore with its athletics training programme. The P.T. instructors have given displays, supervised athletics functions, and provided a volley ball pitch.

In recognition of their efforts, the Fleet Recreational Officer, Far East Fleet, Lieut.-Cdr. J. R.

HAS HIS SIGHTS FIXED ON AN ENGLAND VEST

SPORTSMAN OF
THE MONTH

Although he states that there is still a long way to go, Sub-Lieut. Michael Pierre Sauvage, R.N., our Sportsman of the Month, has one aim—to wear an England vest.

Now, aged 22, he took up athletics while at school in the summer of 1960, his best time being 4 min. 50 sec. for the mile.

Joining Britannia Royal Naval College in the autumn of 1963, he took up cross-country running for the first time and, in his own words, "just about made the college 1st VIII."

In 1964 Sub-Lieut. Sauvage went on the West Indies cruise with the Dartmouth Training Squadron, but he made the college athletics team, his best time for the mile being 4 min. 38 sec.

At sea, as a midshipman, for the winter of 1964 and the summer of 1965, during which time he took part in no races and did no training, he returned

to the college in the autumn of that year, and had a generally successful winter.

He was captain of cross-country, fourth in the Navy championships, and Plymouth Command cross-country champion.

In the summer of 1966, Sub-Lieut. Sauvage became captain of the B.R.N.C. athletic team, and had many personal wins. He was Devon County one-mile champion, Plymouth Command champion for one mile and 880 yards, and runner-up in the Navy mile.

His best time for the mile was 4 min. 20.8 sec.

Last autumn he much improved on his record of the previous winter. He had several good wins, among them, two Devon League races, and was victor in the Portsmouth Command autumn cross-country championship. He was Devon cross-country champion, and fourth in the South-Western Counties championships.

Sub-Lieut. Sauvage says: "I owe a great deal to the help of experienced service runners, Danny MacFadzean and Bob Meadows."

The photograph shows him winning the Inter-Service Colleges two miles.



Sub-Lieut. M. P. Sauvage

Venables, was invited to officially open a new combined basketball and netball court on March 6.

After the opening ceremony, the naval wives from H.M.S. Terror beat the girls of the school at netball (19-7), and the boys beat the P.T. staff from Terror at basketball (24-9).



The captains meet before the netball match at Singapore

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Rugby selector's term ends

His three-year term of office having ended, Cdr. Alun Meredith has relinquished the job of sole Royal Navy Rugby selector.

Cdr. Meredith has done a great deal for Navy rugby during his period in the selector's chair, and last season had the pleasure of seeing the Navy win the Inter-Services championship for the first time in five years.

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